

REPORT
OF
RAILROAD COMMISSIONERS
VERMONT

1902

PROVINCE OF QUEBEC



1902 RAIL-ROAD MAP OF VERMONT

ACCOMPANYING REPORT OF THE
BOARD OF
RAILROAD COMMISSIONERS

EXPLANATORY.

STEAM RAILROADS.		ELECTRIC RAILWAYS.	
Black.	Hoosac Tunnel & Wilmington, Barre, Rutland,	Red.	Barre & Montpelier Traction, Burlington Traction, Military Post Street, Rutland Street, Brattleboro Street, Springfield Electric
	Bristol, Canadian Pacific, Montpelier & Wells River, Maine Central, Woodstock,		St. Albans Street Ry. Co. Bennington & Hoosick Falls, Bellows Falls & Saxton's River, Mt. Mansfield,
Green.		Dark Blue.	Main Road In Vermont, 73.91 miles.
Main Line In Vermont, 1,039.63 miles.			

0 1 2 3 4 5 10 15 20 25 MILES.

EIGHTH BIENNIAL REPORT
OF THE
BOARD OF
RAILROAD COMMISSIONERS

OF THE
STATE OF VERMONT,

June 30th, 1900 to June 30th, 1902.

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Board of Railroad Commissioners.

1900-1902.

JONATHAN ROSS, <i>Chairman</i> ,	-	ST. JOHNSBURY, VT.
*LAVANT M. READ,	- - -	BELLOWS FALLS, VT.
†JAMES M. BOUTWELL,	-	MONTPELIER, VT.
HENRY S. BINGHAM,	- - -	BENNINGTON, VT.

ERWIN M. HARVEY, <i>Clerk</i> ,	- -	MONTPELIER, VT.
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OFFICE ADDRESS, MONTPELIER, VT.

* Resigned.

† Appointed to fill vacancy, May 12th, 1902.

STATE OF VERMONT.

RAILROAD COMMISSIONERS' REPORT.

To the General Assembly of the State of Vermont:

Agreeably to the requirements of the Statute, the Board of Railroad Commissioners submits its Eighth Biennial Report.

Proceedings of the Board under Vermont Statutes, Chapter 172.

The members of the Board were all newly appointed and took up the work as beginners. They met at the room set apart for the Board at the State House and organized by electing Erwin M. Harvey, Esq., Clerk. At once they began an examination of the books, papers and other materials relating to the previous work of the Board. They found that their predecessors had had the Clerk of the Board keep a record of the different meetings of the Board, therein stating the business which came before the Board, the consideration given to it, and its decisions. There is no index to direct their attention to the places in the record where can be found the matters considered and the action of the Board thereon. The published reports of the Board contain most, if not all, their proceedings and decisions, and are indexed. But these do not aid very much in finding the original papers filed and used in each matter considered. The Board thought it wise to systematize its work, as much as the nature of the business would warrant, and leave it in such form as to be readily accessible for future reference. To that end it voted to hold monthly meetings at its room in the State House on the first Tuesday of each month. It also directed its Clerk to procure a suitable book and keep a docket of all accidents, complaints and petitions, and therein to enter, in order, a minute of every paper filed in each, and also of the action of the Board. These entries will be found summarized in the statements of each matter published in this report. Each case is numbered, and all papers filed in it bear the

same number. The files in each are kept in the same package. The matters in each book of docket entries are duly indexed. It is believed that such a docket will be helpful and useful whenever it shall become necessary to refer to any matter, or any paper used in it, on which the Board took action.

The Statute requires the Clerk to keep a full record of the proceedings of the Board. Evidently it is the intention of the Statute that the record shall be so kept as to be readily accessible whenever necessary to refer to it. It may be questionable if it would not be wise to have the Clerk make in due form a permanent record, in a suitable book, of every matter in which a public hearing is held, witnesses sworn and examined, and a decision, order or recommendation made. Many of these orders and decisions are of a permanent nature, establishing rights and imposing duties to be exercised and performed continuously. In character they are as permanent and affect and determine rights and duties as fully as do judgments of courts of record. Of this character are permits granted one road to cross the track of another or of an established highway, and fixing the conditions on which they are granted. Papers filed are liable to become scattered and lost. They cannot be said to be a permanent record. If the work of the Board is of sufficient importance to require the Clerk to "keep a full record of their proceedings, file and preserve at the office all documents and papers entrusted to his care," it occurs to the Board that it might be well to have the Clerk make a permanent record of each matter resulting in a decision, order or enforceable recommendation in a suitable book under his hand and the seal of the Board. Yet it did not think it wise to make such requirement of its Clerk until it had called this matter to the attention of the Legislature.

It also found that, for several years, no expert had been employed to examine into the sufficiency of the bridges and other structures of wood and iron on the various railroads. It is common knowledge that the weight of engines, of loaded cars and of trains has greatly increased during these years. Those operating the railroads now use more or less engines and loaded cars three times as heavy as those in use twenty years ago. There is a constantly growing increase in this direction. The amount of products to be transported is constantly on the increase. Competition in their transportation is sharp and demands that it shall be done as cheaply as possible. It has been found that the amount of products can be transported more cheaply, both in fuel used

and in employes required, by using heavy engines drawing longer trains and heavier loaded cars. These heavy engines and trains require better road beds, equipped with heavier iron, better ties, more ballast and bridges and other structures of wood and iron of much greater carrying capacity. Their carrying capacity depends so much upon the form of the structures, the size and kind of material used, that no member of the Board felt willing to trust his judgment in regard to their sufficiency. The interest of the owners of these properties naturally requires that the roads and equipments, in all their appointments, should be maintained in condition to be operated safely. To that end, their managers employ experts to examine into their sufficiency. Notwithstanding this, the Statute requires the Board annually to inspect the various roads, examine into their condition and report thereon, that the public may have an additional reason to consider that they are maintained and operated in a manner that affords a high degree of safety both to persons and property transported. The demands and conditions were such that the Board felt authorized to employ an expert to accompany them when making their inspections, to examine the physical conditions of the roads and especially of the bridges, wooden and iron structures, and to report thereon. The Board was fortunate in securing the services of Charles F. Stowell, of Albany, N. Y., an impartial expert, of experience in this line of work. He accompanied the Board during the summer and fall of 1901 in the inspection of nearly all the railroads whether operated by steam or electric power, except the Rutland System. After he entered upon the work, the Board learned that he had recently been employed by the managers of that system to examine its bridges and other track openings and make plans and recommendations in regard to their sufficiency. Under these circumstances neither he nor the Board considered it to be necessary to have him accompany them when inspecting that system of railroads, especially, inasmuch as the managers of that system were planning to and were then and now are carrying into execution his recommendations. He has made detail reports of the conditions in which he found the bridges, and other structures whether of wood or iron, on all the roads inspected. These reports describe fully their condition, his criticisms and recommendations of re-enforcements and changes necessary in his judgment to be made. A copy of his report has been furnished each of the roads inspected by him. These reports are now on file in the office of the Board and have been very helpful to it in

making its inspections the present year. It is believed they have also been of good service to the roads and to the public, and will be useful to future Boards. The Board has the pleasure to report that his recommendations and the other recommendations of the Board have generally been received with favor by those in the management of the roads, and have been quite generally complied with, or are being carried into execution.

Statements, facts and explanations that disclose the actual workings of the system of railroad transportation in its bearings upon the business and property of the State.

ACCIDENTS.

The Commissioners are required to inquire "into the causes of any accident on a railroad resulting in loss of life, and in their judgment, into any accident not so resulting." They may hold public investigations of these causes whenever in their judgment it is necessary. Early, they divided this work among the different members of the Board, so that each should receive as nearly as might be, his proportionate share of the work. The member to whom the report by the officers of the road was assigned examined into the same and reported to the Board unless the Board had first determined to hold a public investigation. The result of these inquiries will be found in this report under the title of Accidents. The number of persons killed and injured during the two years ending June 30, 1902 is somewhat startling. It is believed to be larger than usual. It is a total of 200. Of these 55 were killed, and 145 injured—51 killed on roads operated by steam and 4 on those operated by electricity. Only 1 of the killed and 43 of the injured were passengers; 14 of the killed and 71 of the injured were employees, all on roads operated by steam except one. Of persons, neither passengers nor employees, 40 were killed—all except 3 on roads operated by steam, and 31 injured—all but 6 on roads operated by steam. Of the killed, 20, and of the injured 8, were trespassers on the tracks. At highway grade crossings 12 were killed and 11 injured. Only 2 were killed and 54 injured in collisions.

These facts suggest the inquiry whether some legislation might not lessen the number of killed and injured, especially of trespassers on the tracks, and of those killed and injured at highway grade crossings. Early in the history of railroads in this State, the supreme court decided that "a railway company must, from the very nature of their operations, in order to the security of their passengers, workmen and the enjoyment of the road, have at all times the right to the exclusive occupancy of the land taken, and to exclude all concurrent occupancy by former owners in any mode and for any purpose."

25 Vt. 121 and 159; 32 Vt. 47; 42 Vt. 265.

Notwithstanding these decisions, walking upon and across the tracks and through and over the yards where trains are being made up, by persons having no business there, has become very common. It is hardly possible for those operating the roads to prevent it. In Massachusetts they have a statute allowing an officer to arrest a person trespassing upon the tracks or yards of a railroad and subjecting him to a fine. Why should not some such law be enacted and enforced in this State? It is manifest, trespassers cannot be restrained without some such law. They would not think of entering upon the lands of their neighbors with the freedom and recklessness they do upon the tracks and yards of the railroads. The reports of accidents show that deaf persons, persons intoxicated, suicides, and children are accustomed to trespass upon tracks and yards. They thereby not only endanger their own lives, but those of the passengers on the trains. Besides, they make the management of the trains much more difficult. The demand for greater speed in the movement of trains, their greater number to accommodate the increased business, clearly demand that trespassers should not be allowed on the tracks and grounds of railroads. Persons accustomed to walk on tracks and through the yards gradually become careless and negligent in observing the movement of trains. They should be forbidden for their own protection.

The highway grade crossings are always places of danger, many of them very dangerous. Facts shown before the Board establish that travellers nearly always misjudge the rapidity with which a train coming directly toward them is moving. Then the trains they encounter move at very different rates of speed. When they have crossed safely in front of a slowly coming train, they are led to judge they can do so in front of any

train. At times the horse is restive when meeting trains. This leads them to try to cross when they ought not to. Occasionally one from mere bravado attempts to whip up and out run the train to pass the crossing. In the case of one fatal accident it appeared the killed had been in the habit of running his horse across the track in front of the coming train, and had boasted of it. The public cannot be too strongly impressed with the fact that grade highway crossings are places of imminent danger, to be approached with caution, and never safe to be passed in front of a coming train. Any accident to his team at the crossing is almost sure to result in injury, if not fatally. Many of these crossings are rendered extra hazardous because shrubs, trees and other obstructions prevent the traveller from seeing the train until he is almost upon the crossing. If these obstructions are in the highway, the highway commissioners should be under duty, with a penalty attached, to remove them. They are rarely, if ever, except when rock cuts or embankments, within the limits of the railroad. Frequently the obstructions are outside either the highway or the railroad and no authority exists for their removal. The Board is of the opinion that it should have jurisdiction and power to compel the companies to remove, where practicable, obstructions within the railroad; to compel the removal of those in the highway, and to condemn and remove at the expense of the State such obstructions on the land of private owners. Their removal is a public necessity to make the crossing safer for both the traveller and for the passengers on the railroad.

REMOVAL OF GRADE CROSSINGS.

The Board report that during the two years, six of these grade highway crossings have been removed on the Vermont Valley Railroad, two by the construction of an underpass at Westminster, and four by building about two miles of highway on the west side of the railroad and moving an overhead highway bridge in Putney. The managers of the railroad deemed it a favorable time for their removal when they were constructing a double track. The Board has had its attention called to other grade crossings which could be removed by underpasses, but neither the railroad company nor the town felt able to incur the necessary expense. The Board is satisfied that the town frequently opposes the putting in an underpass where it might and

ought to be done on account of the expense that will be cast upon it. The taxpayers with some reason feel that having constructed the highway so as to be safe when built, they ought not to be taxed to remove a danger brought by a railroad crossing it on the authority of the legislature given for the benefit of the general public, State and interstate. It seems to the Board that much of this objection of the towns would be removed if a law should be enacted allowing the Board to impose upon the State half or the whole expense which, under the present law, it would impose on the town. Moreover, it would be no more than just that a part of the expense of removing these dangerous crossings should be borne by the State.

PUBLIC HEARINGS IN REGARD TO THE CAUSES OF ACCIDENTS.

The provisions of the statute making it the duty of the Board to inquire into the causes of any accident on a railroad resulting in the loss of life were framed with the intention that the Board shall find and report the true cause of such accident. Yet its finding is given no legal force in any proceedings. From this fact, when the investigation is public and the parties to be affected are duly notified to appear and give evidence, they neglect to do so because the finding can have no legal effect for or against them, no matter what it is. Those who are affected by such accidents are frequently advised not to make known what they know or not to appear. The Board finds itself at a disadvantage in finding the true cause of such accidents, because its determination of the cause is given no legal force in any subsequent proceedings between those made parties to the public investigation. It seems to the Board that if it should be provided by statute that its finding in regard to the cause shall be *prima facie* evidence that it is the true cause, in all subsequent proceedings between persons or parties to a public investigation duly notified and held, that all parties notified would have an inducement to bring to the attention of the Board all evidence and facts which tend to show and establish the true cause of such accident. The Board recommends that the law be so amended. The Board found that it had become an established practice to require the company operating the railroad to produce without charge any of its employes who could give evidence in regard to the cause of such accidents,—and it has done so,—while other witnesses summoned by the State's Attorney have been paid. The Board finds no statute

making such requirement of the company operating the railroad on which the fatal accident occurs. The Board suggests that the statute should be so framed as to make this duty of the company clear.

STEAM RAILROADS.

There has not been any increase in the mileage of steam railroads during the two years. The Rutland-Canadian branch of the Rutland system has been considerably improved from what it was at the beginning of the service of the Board. Many of its appointments were then incomplete. These have been completed or nearly so. The grades are light and curves less sharp than on most of the railroads of the State. Its rails are of good weight. It is well ballasted, partly with crushed stone. The alignment of the rails upon the track is first-class. There have been some controversies over the highway crossings, at grade, over and under the track, but these have been mostly adjusted. It is now in excellent condition, and furnishes a way of ready and easy access to the beautiful islands of Lake Champlain. It also brings the Rutland system into direct connection with through business from the north. It is a valuable and important addition to the railroad system of the State.

The White River Valley Railroad, from Bethel to Rochester, is still in the hands of a receiver, in a very incomplete condition, but in such condition that trains, both passenger and freight, are now run quite regularly over it. At times it has not been in physical condition to be operated, much less with safety. The conditions on which towns voted gratuities, the towns claim have not been complied with, and the towns hitherto have refused to deliver their bonds. There is at present a movement to terminate the receivership, sell the road and reorganize the corporation. This road was attempted to be built by foreign promoters, for the purpose of personal gain, without much stock basis, and that not assessed to its full value, mostly on money agreed to be advanced from time to time as the work progressed on the pledge of mortgage bonds. The mortgage, when made, had nothing of value but the franchises of the Company to support the bonds. The spring freshet swept away its principal bridge, and overturned some of its trestle work. These have been temporarily replaced. It has thus far been a source of disaster to all interested. It is to be hoped that such a reorganization may now

be affected as will put it on a substantial basis, and secure to the towns along the line what they desire,—safe railroad transportation connecting with the Central Vermont main line.

The Board have not inspected the Burlington and Hinesburgh Railroad, as no work has been done on it since the last report.

Some of the branch roads were not given so much attention last year because the managers were giving earnest attention to putting their main line into first-class condition. Some also were limited in their efforts by lack of funds. The Vermont Valley has been and is now engaged in placing a second track on its line. When this is done, the road will be in most excellent condition.

In June last there were extensive, unforeseen and unexpected washouts on the Central Vermont main line north of Middlesex, and on the Wells River road near Plainfield. From former experience for many years, the managers had no warning of any danger of washouts at these places. The sudden and enormous downpour of water could not have been anticipated. The accident and sad loss of life coming from a train running into a washout on the Central Vermont could not have been foreseen nor reasonably avoided. It was located at a point where the managers of the road and train had every reason to believe that no such disaster could occur.

There has been marked improvement in the condition of all the main lines of heavy railroad traffic in the State.

The Atlantic and St. Lawrence railroad operated by the Grand Trunk, and Canadian Pacific are in excellent condition. So are the Connecticut and Passumpsic River main line operated by the Boston and Maine, and main line of the Central Vermont operated by the Grand Trunk, and the main line of the Rutland System. The Boston and Maine has made quite an addition to the ballast on its line. The Rutland main line has been and is being considerably improved in this respect but the main line of the Central Vermont has been improved most in this direction. It has been rebalasted and track raised from $1\frac{1}{2}$ to 2 feet, from Windsor to St. Albans. It is found that heavy ballast of good quality is a great security against disturbance of the alignment by frost. These main lines of heavy traffic have also been improved to some extent by replacing the old rails with heavier new rails and by strengthening the old and putting in new bridges. The main line of the Central Vermont has been equipped with new

75 and 80 pound rails from Windsor to St. Albans. It is the evident purpose of those in the management of these main lines to put and keep them in first-class condition, fully abreast with the demands of the business and of the times. The traffic on these main lines has been very heavy. The branches of the main lines and the roads of lighter traffic are in condition to accommodate and safely transport the traffic and passengers coming to them. The Board has the pleasure of reporting that they have found that nearly all the roads, main lines, and branches, are being carefully and prudently managed, with a purpose on the part of the managers to put and keep them in condition to be operated safely.

The manner in which these improved highways are managed in the interest of the public is a matter of great importance to the people of the State, other than the facility and safety with which they convey persons and property. They are and may be important educators. They are constantly impressing upon all who are brought in contact with them the necessity of promptness. They compel the formation of the habit of attending to matters at the time appointed.

They may also be teachers of habits of neatness and order. Not all managers of railroad systems impress upon their employes with the same earnestness the necessity of keeping the stations and cars clean, neat and in order. The Board, on its first inspection, examined quite carefully the stations in regard to neatness and cleanliness, good air and freedom from bad odors. The Commissioners have insisted that the stations are for the accommodation of passengers and those having business with the roads, and not for loafers and loungers, that the law against the latter should be enforced, and that they should keep the platforms, outside and inside walls, waiting rooms and toilet rooms in such a condition of cleanliness and neatness as not to be offensive to the cultivated and refined. By being thus kept they become examples of neatness and cleanliness. They are happy to report that upon their second inspection they found much improvement in these particulars, especially on the roads managed by the Boston & Maine and by the Grand Trunk. There has not been so much improvement on the Rutland System, due partly without doubt, to a change in the management. The outside and inside walls of many stations are badly defaced by pencil writings and drawings. Some of these are quite offensive and objectionable to decency. The Board is aware that it is almost impossible to prevent such

defacement, especially in stations where a good many are kept waiting for trains. It is the first defacement that invites others. If the station agents would guard against and be careful to remove the first encroachment much of it might be avoided. Sanding the walls when newly painted, as high as those inclined to deface them can reach, might prevent much of it. The Board has observed that stations kept by women, or where women are employed, as a rule, are better cared for in this respect. The men station agents ought not to allow the women to excel in this matter.

There have been quite a large number of disastrous collisions during the biennial term. Unfortunately most of them have been between trains, one or both of which were being operated under the control and rules of the managers of the Central Vermont System. Three of these were in the yard of that System at White River Junction, one at East Granville, one at the crossing of the St. Johnsbury & Lake Champlain road at East Swanton, and the other at Alburgh. In that at East Swanton the engineer failed to obey the law requiring him to stop the train and whistle before coming to the crossing. In that at Alburgh and one at White River Junction the engineer failed to observe that the arm of the semaphore was against his entrance of the yard, because of smoke and fog. In such case the rules of the road required him to consider that the semaphore was set at danger until he could see it; in another at White River Junction, the engineer and conductor took the word, as they understood him, of the person in charge of the dispatches, instead of examining the entries upon the book showing the arrival and departure of trains, as required by the rules; in the other at that station, the flagman sent back to flag the incoming train and the person in charge of the semaphore mistook the call of another engine in the yard for the call of the engine of the train which was run into. This mistake left the yard open for the entrance of the incoming train before the main line was cleared by the shifting train. The collision at East Granville was occasioned by the failure, either of the train dispatcher at St. Albans to give the operator at Randolph the proper order, or by the failure of the operator to deliver it. The train dispatcher and operator were at direct variance in regard to which of them was at fault, and the Board were unable to determine to which the fault was attributable.

It will be observed that most of these collisions are due to a failure of the managers of one of the trains, or of the signals to

obey the statute law or the rules of the managers of the road. The Board is unable to point out exactly where the responsibility lies. It may be that some of those in control of the trains in default were less careful and competent from being new men in the service. There was a strike among the employees of the Central Vermont system in the spring and summer of 1901 and some of the old employees left and their places were filled with new men. It is evident that the White River Junction yard is a place of danger. Many trains pass through the yard. Many more are made up there. From the entrance of the yard, on account of its being filled generally with cars and by reason of curves it is impossible for those in control of the signals allowing or forbidding an approaching train to enter, to see whether the main line in the yard above them is free from trains. This should in some way be remedied. The managers have it under consideration and ought to know best what provision will most effectively and with the least expense and inconvenience remedy the evil. The Board has not thought it wise to make any order on the subject until it is informed of the action of the managers. When the number of trains which enter and are made up in these crowded yards, and the necessary complication of rules governing them, are considered, the Board wonders that collisions are so few rather than that they are so many. Those who manage trains in such places hold a position of great responsibility, a position demanding intelligence, thoughtfulness, self possession, good judgment and care.

There was a collision in the yard at Montpelier Junction, but no one injured, and only partial investigation into its cause and no decision made. There was also one just below Passumpsic village between two trains operated by trainmen under the control and rules of the Boston & Maine, in which one person was killed. A freight train having passed through a bridge drew partly into a siding. The rear brakeman was a new man, and did not go back to flag a train which the conductor knew to be following. The train following had been warned to look out for this train by a flag hung out at the last station passed, but came round a curve into and through the bridge at too high a rate of speed and collided with and overturned the caboose of the other train. The Board found that the accident was caused by the concurrent fault of the conductors and engineers of both trains; of those on the forward train, in not sending back a man to flag the approaching train, and of those on the train following, in not

regarding the warning flag, and in coming around the curve at too high rate of speed.

STREET OR ELECTRIC ROADS.

A new electric road is being installed at St. Albans. It reaches St. Albans Bay and Swanton as well as the streets of St. Albans. Its track is of the standard guage and intended for transportation of both passengers and freight. It is not fully completed. The Board held quite a lengthy public hearing at St. Albans in regard to granting the right to cross the 21 tracks of the Central Vermont on the highway at the south end of the St. Albans station. The highway grade crossing at this point is much used both by travellers and trains. Necessarily the granting of the right would naturally be attended with danger. An underpass or overpass appeared to be impracticable; an underpass, on account of the wet and marshy condition of the locality, and an overpass on account of the great damage to existing property. There appeared to be no practicable way to accord to the Electric Company the rights granted by its charter except by permitting a crossing at grade. The dangers to be encountered were so imminent that the Board considered the permit should be on condition that an interlocked derailing plant be installed to control the crossings of the six tracks used in through passenger and freight service. The other tracks used for yard purposes are guarded by usual signals. It is hoped the conditions are of such a character as will reduce the element of danger in such a crossing to the lowest point practicable. This road is not fully completed but completed so as to be operated to some extent.

The inspection of the other electric roads brought to the attention of the Board the fact that quite a difference exists in their completeness of construction. The one at Burlington was found in the best condition, and that at Rutland next in order. The road beds and bridges of these are in excellent condition. The roads at Brattleboro, Bellows Falls, Springfield, Montpelier, Bennington and from Waterbury to Stowe were or were being put in fair condition as regards safety, if carefully operated. Some portions of their tracks on the margin of the highways do not correspond in grade with the highway. In some places the ends of the ties next the travelled track of the highway and the rail were above the level of the travelled portion of the highway. In some such places the travelled portion of the highway is quite

narrow. If a carriage for any reason should be forced against the ends of these ties or the rail, it would very likely be wrecked. The Board has called the attention of the managers to the law requiring the surface of the track to correspond with the surface of the travelled highway. These roads are given the right to occupy, without charge, highways already constructed at the expense of the town, and should not be allowed to leave their ties or rails so exposed, as in case of a casualty, to prove an obstruction to the traveller. Most of these roads have been operated but a few years and are being constantly improved. The Board noticed that marked improvement had been made in most, if not all of them, especially in the matters criticized and brought to the attention of their managers on their first inspection. It is the evident intention of their managers to better their condition in regard to safety of track, and rolling stock facilities as fast as financial conditions will permit. Most of the future growth in facilities of transportation in the State will probably be in electric or street railroads.

The Rutland Street Railway is now engaged in the construction of an extension of its lines from its terminal at West Rutland to the village of Fair Haven, a distance of $11\frac{1}{2}$ miles, also a branch to Lake Bomoseen, a distance of $2\frac{3}{4}$ miles. The roadway is already graded from West Rutland to a point about one mile west of Castleton. Some grade work has also been done on the Lake extension. The rail for this new line is to be 60-pound steel with broken joint supported by 4-bolt angle bars. Ties of cedar and chestnut are to be used, and placed 2,640 to the mile. The rails and ties are already in position for several miles west of West Rutland. The officials state that they hope to get the line completed and open to Fair Haven the present season. The greater part of the line is being constructed outside of the highway limits, on land obtained by purchase or through condemnation proceedings by this Board under a special provision of the charter. Sharp curves and heavy grades have been avoided. It is the intention of the company to so construct its road that it may be able to run heavy cars at a high rate of speed and provide an efficient passenger service.

ANNUAL REPORTS.

The Board has not printed, in full, the annual reports of the various railroads. It has had its Clerk tabulate and make from these reports summary statements of the cost, capitalization, earn-

ings, expenditures, dividends, fixed charges, &c., of the various railroads, so they can be readily compared with each other, and so as to show any change in these particulars in the same road in the two years covered by the reports. It is believed that these furnish all the information which the Legislature, companies, investors, or the public could obtain from the full reports, in a much more accessible form, occupying less space and costing the State much less. In some respects the annual reports are not entirely satisfactory, as they are made to cover the entire system operated by the company reporting, very much of which is not in the State. The earnings, expenditures and other particulars reported could not, without entire change in the system of bookkeeping, be separated so as to furnish the required information in regard to that part of the system in this State. The Board has not considered it desirable to compel the company reporting to be to the expense of changing its system of bookkeeping. Besides, it would be very difficult to apportion accurately the earnings derived from that portion in this State.

THE GENERAL RAILROAD POLICY OF THE STATE.

It has been the policy of the State to induce the building of railroads in every possible manner. It has conferred corporate powers and franchises freely, accompanied with the right to exercise the power of eminent domain. The property of individuals and of the public has been held subject to the exercise of this great State power. Street or electric roads have been given the right freely to occupy highways already constructed at the expense of the taxpayers. The charter of the old Vermont Central Railroad had a provision that its road and franchises should be exempt from taxation.

A prominent member of the Legislature which granted the charter, when questioned for having granted the exemption, replied by telling the story of Michael's prayer to the Virgin Mary, when in trouble. He pleaded with her most earnestly to be delivered from his trouble, and solemnly promised, if she would deliver him from that one trouble, he would continually thereafter burn in her honor wax candles as tall as the tallest mast on any ship. When reproached by his neighbor Patrick, with promising what he knew did not exist, Mike replied, "Hist, Pat, I'm coaxing her Majesty." New railroads are now exempt from taxation for eight years.

It is evident that in the early days of railroad legislation, the difficulties of constructing them along the narrow, winding valleys and over the hills and mountains, were so great that the Legislature considered that every possible inducement should be extended to persons willing to engage in their construction and operation. Much of that spirit has continued to the present time. They have been given existence without much scrutiny into the provisions of their charters. Very liberal general laws have been passed both for their organization and general government. Towns have been authorized to aid liberally in their construction. All their franchises and the powers have been conferred without charge. Doubtless this has been and is a wise policy to pursue. It must however be remembered that they are improved public highways, allowed to be constructed and operated for the benefit of the public by private persons as investments. It is reasonable that those making this kind of investments shall be compensated for the use of the money invested and something for the risk. It should not be overlooked that they derive their income from the patronage of the public, the steam railroads from State and interstate traffic and the street or electric roads, from local traffic. The latter derive their income wholly through fares imposed upon the inhabitants of the cities and villages in which they are operated. These fares should be kept as low as will return to the investors reasonable compensation for the use of the money actually required and used in their construction and operation. There should be no watered stock or bonds issued for the public to pay dividends or interest upon.

The steam railroads were constructed upon a stock basis, and did not resort to raising money by mortgage of the right of way, road bed, rolling stock and franchises, until the money derived from the stock assessed to its full par value had been used in their construction. As a rule, these corporations were not capitalized for more than they actually cost. Many of the prominent citizens of Vermont were interested and largely in the control of their management. Now, all the main lines of steam railroads have passed into the control of corporations and interests outside the State. Such control has proved beneficial to the interests of the people of the State and of the public. It is probable that most of the steam railroads in the State have passed beyond the stage where there is any danger that they can or will capitalize so as to introduce water into their stocks, bonds and other securities.

The Board, however, has reason to believe that under existing laws, street or electric railroads are being capitalized for much more than their actual cost. When this is allowed, the managers will endeavor to fix the rates of transportation high enough to enable them to pay fair dividends on the full amount at which it is capitalized, and not on the amount which it cost to construct the road and place upon it the necessary rolling stock. As the general law now is, and under many of the charters, when a certain amount of stock is subscribed, and 5% thereof paid in, the company may be organized and enter upon construction of the road. From what they believe to be reliable information, the Board reports that some, if not all, the electric roads have been organized upon a basis of this kind. Promoters, often residing out of the State, have subscribed for the requisite amount of stock, and paid in the required five per cent. of it. They then organize the company and enter upon the construction work. They make no further assessment upon the stock, but issue it. They obtain town aid wherever they can. They then place a certain amount of mortgage bonds upon the proposed road and its franchises. An inside company or corporation, composed practically of the stockholders, enter into a contract with the company to build and equip the road, one or both, for the stock, for town subsidies, and for the mortgage bonds issued. In this way the enterprise, even when helped by town aid, is capitalized at two or three times what it actually cost. In this way too, the stock and bonds are distributed to the real builders of the road, without regard to what it actually cost them. They are also in control of the road and rolling stock and fix the charges for transportation. It has been difficult to obtain reports from the managers of these roads of the actual cost. They furnish an estimated sum as the cost. Under the statute they may sell their bonds secured by mortgage at any price. The Board does not believe that they have as yet practiced any oppression upon the people of the locality by imposing excessive fares. Still, as the law now stands, there is excellent opportunity to capitalize the enterprise much beyond its cost and to fix or attempt to fix excessive rates for the services rendered to the public.

The Board, therefore, recommend that a law be enacted forbidding all railroad corporations, whether operated by steam or electricity, to issue any stock, or bonds, or other securities without having first obtained the permit of the Board of Railroad Commissioners; and giving the Board authority to grant such per-

mits, and to fix the minimum price at which such stock, bonds and other securities may be sold, and only on such conditions and terms that all the money derived shall be actually and necessarily invested in the construction and equipment of the proposed road. If such a law is enacted, the public will have reason to know that no water has entered into the stock, bonds and other securities of the company, It will give such stock, bonds and securities a standing with investors. It will furnish the Legislature with reliable information of the cost of the road, and also furnish a basis to determine whether its charges or fares for services are reasonable or unreasonable. It is believed that such legislation would have been wise, if enacted as early as these great corporate enterprises came into existence, and that it is certainly wise to enact it now.

THE BOARD OF RAILROAD COMMISSIONERS.

ITS JURISDICTION, POWERS AND RECOMMENDATIONS.

The construction of the three main lines of railroads in this State, the Rutland, the Central Vermont, and the Connecticut & Passumpsic Rivers, was commenced late in the first half of the last century, and they were so far completed that they were operated, to a greater or less extent, early in the last half of that century. About that time the Grand Trunk, or Atlantic & St. Lawrence road, in this State, was built. Since then the construction of railroads has gone on more gradually until it has arrived at its present condition. The street or electric roads came into existence in the latter part of the century. Since about 1850 there has been a gradual growth of this system of transportation, both in length of miles operated and in the amount of business transacted. Tracks, bridges, rolling stock, rails, engines and yards, ample in the early days are wholly inadequate now. From year to year the importance and necessity of the system to the business and prosperity of the State has become more and more apparent. Towns have taxed themselves heavily to secure their growth. They have revolutionized the transaction of business. For the last fifty years the growth in the State has been wholly confined to the increase in railroad facilities and business, in manufacturing, in quarrying, and in other business in the cities.

and villages along the lines of the roads. Manufacturing and quarrying* could not be profitably carried on without them.

Being improved highways built and operated by private corporations, given power of eminent domain for their construction, it early became apparent to the Legislature that the State should have supervision of the manner in which these private corporations of large capital, touching intimately every interest of the State, created and operated for the public good, exercised their powers. Early, in addition to their charters, general laws were enacted for their government; and in 1855 and 1856 a Commissioner was appointed to examine into the conduct of the corporations and manner in which they exercised their powers and rights, and to report to the General Assembly. He had some duties prescribed and power to make orders of a recommendatory character for the government of the corporations, or their agents, but no power to enforce, except by application to the courts, any of his orders or recommendations. In 1886 two other commissioners were added. The Board since has consisted of three members, of whom two constitute a quorum for transaction of business. The Board also has power to appoint a Clerk. The scope of its inquiries, investigations, recommendations and orders has been somewhat broadened, but it has been given no power to enforce them except through the courts. No separate officer, as a rule, is required to see that they are enforced. It is anomalous and embarrassing, at least, for the officers who are empowered to make orders to be compelled to ask other officers to review and enforce them. If they are found reasonable, and in accordance with law and right, on application and investigation, the courts, are given power to enforce them. Applications for this purpose must mostly, if not wholly, be made to the Supreme Court. A decision in that court on such an application cannot, in the ordinary course of the business, be secured in less than a year. The corporations have generally heeded and given consideration to the orders and recommendations of the Board. It, however, has found itself embarrassed by this tedious method of enforcing its

*INCOME FROM STONE INDUSTRY IN VERMONT.

(From U. S. Geological Survey.)

					1900.	1901.
Granite,	Value of product,	-	-		\$1,113,788.00	\$1,245,825.00
Slate,	" " "	-	-		917,462.00	1,162,191.00
Marble,	" " "	-	-		2,484,852.00	2,753,583.00
Limestone,	" " "	-	-		188,100.00	205,138.00

orders and recommendations, has rarely resorted to it, and at times has failed to make orders and recommendations because of its inability to enforce them. Besides, often the occasion requiring the enforcement of a particular order or recommendation, would have passed before it could be enforced through the courts. While given power to summon witnesses and examine them under oath upon a variety of important matters, if the witness refuses to answer or to produce the required books, papers and documents, the Board has no power to adjudge him to be in contempt and punish him therefor. It can apply to a judge of the Supreme Court and, if the judge thinks proper, he may adjudge him to be in contempt and punish him. In such case the judge adjudges him to be in contempt not of any court but of the Board. The process is so onerous and subject to delay that it would be many times worse than useless to resort to it. By Vermont Statutes 3982 the Board is charged with general supervision of all railroads within the State, and by other sections, of all street or electric roads. These roads, in their operation, many of them, cross each other at grade, have trains running into the same stations, have connections for transporting passengers and freight, cross at grade a great number of highways and, in many ways, touch the lives and business of the public most intimately. Their supervision is one of the most important, most delicate and most responsible services that can be required or rendered. The power used is very dangerous when carefully handled, even then there are lines of the service more dangerous to life and limb of employes than that of soldiers engaged in active war. When the Legislature creates a Commission and gives it entire supervision of corporations vested with such great, important and dangerous powers, and charges it with making orders and recommendations, but refuses to clothe it with power to enforce them, it most forcefully says to these great moneyed corporations: "The State does not trust the Board to enforce any of its orders or recommendations; it must go to the courts to have them enforced if, on hearing and investigation, found reasonable. Therefore, you need not obey their orders and recommendations unless agreeable to you." How more plainly could the Legislature say, "The Board's orders are presumed to be unreasonable, until the Supreme Court has determined they are reasonable?" Moreover, the court is not necessarily to determine whether the orders are reasonable upon the same facts and circumstances which appear before the Board. On this question in the Supreme Court additional evidence may

be introduced. While the Commission hitherto has been useful in certain ways, perhaps in many ways, it is the unanimous opinion that the interests of the State and the interests of the roads, require that the Commission should be placed on a more stable and stronger basis both in the tenure of office and powers conferred. Hitherto the entire Commission has been appointed every two years. The result has been that there have been several changes of the entire Board. This should not be possible. The duties to be discharged and the interests to be conserved are so important that there should always be some members of the Board conversant with the duties to be performed, as well as with what orders and recommendations have been made, but are unexecuted, and what business remains for consideration. The nature of its powers and duties is such that the chairman of the Board should be a person versed in law. If possible, one of the others should have had practical knowledge and experience in the operation and construction of railroads, and of their rolling stock. The other should be a practical business man. The regular term of the office should be six years. The Governor, at first, should, with the consent and approval of the Senate, appoint one member for two years, one for four years, and the other for six years, and thereafter should appoint one member for the full term every two years. He should have power to appoint to fill vacancies, arising from any cause, and, if made during a recess of the Legislature, such appointment should be sent to the Senate when next assembled for its consent and approval. It is believed that such a change in the tenure of office would lead to more careful selection of the different members of the Board, to the selection of men of ability, who have the confidence of the State and of the corporations, and who are willing to give time to become acquainted with its duties and requirements. To emphasize this confidence, the State should give the Board power to enforce its orders and recommendations, if absolute and unappealed from by either party affected. This would necessarily clothe the Board with the powers of a court. Why should it not be given the powers of a court? The State does not withhold from the lowest court, of limited jurisdiction, the power to enforce its determinations and judgments upon rights over which it is given jurisdiction, if its determinations and judgments are final. In matters of much importance, it allows an appeal to the higher courts. The Board is now given jurisdiction and is called upon annually to investigate and make orders in matters involving greater rights and in-

terests than ordinarily, during the same time, come before any county court in the State,—rights and interests that the public good often demands should be speedily determined and enforced. It may be objected that some of its duties, such as inspections, are administrative rather than judicial. But these only fit the Board better to determine matters that are judicial or quasi-judicial. In many respects, the duties of the county courts, especially in laying and building highways and in certain other matters, are not wholly judicial. They are often administrative. Many of the duties of the Board are judicial or quasi-judicial. Its orders and recommendations, which the courts may enforce, must be judicial or quasi-judicial. Otherwise, the courts could not enforce them. In all instances in which the Board is authorized to make orders and recommendations, its right to do so springs from the fact that the order is necessary, in the given circumstances, to preserve public safety and compel the discharge of duties devolving on the corporations or individuals exercising their rights. It may be objected that the Commission might make orders or enforceable recommendations beyond the scope of its power. So may any court. This objection can be fully met by allowing the parties to take by appeal all these questions to the Supreme Court for the correction of any errors that may occur during the investigation resulting in making the order or recommendation or in the order or recommendation. The Board, therefore, unanimously recommend that it be given the powers of a court of record, having a proper seal and having power to make orders and enforceable recommendations in all matters over which it shall be given jurisdiction, that it be given all the powers and processes at law and in equity necessary to enforce its orders and enforceable recommendations; that the Board hold monthly sessions for business, commencing on the first Wednesday of each month, at its rooms in the State House at Montpelier, at which times and place all processes issued by it shall be returnable, but it shall be the duty of the Board to examine the locality and hear the matter at any place most convenient for the parties and witnesses, in the county where the matter arises; that its forms of practice and rules of procedure, including the admission of testimony, so far as is practicable, shall be those which prevail in courts of chancery; that either party shall have the right to take the case to the Supreme Court by appeal, the same as they have in equity cases; that the Supreme Court shall have the power to correct any errors in the rulings of the Board in its admissions of

testimony or in the form or substance of its orders, permits or recommendations, which it has to correct proceedings and decrees coming to it from the Court of Chancery, and to remand the same with its mandate. When the case is taken to the Supreme Court by appeal, the Board shall state its rulings excepted to, the facts and circumstances on which its orders, permits and recommendations are made, which shall have the same force and standing as a Master's report in Chancery; that the Board have power to suspend or enforce its orders pending the appeal, as justice and equity may require; that the Clerk of the Board shall make and keep a docket of all matters in which the Board is called upon to make orders, permits or enforceable recommendations, and make a permanent record thereof, which shall have the same force as records in the Courts of Chancery, and be exemplified in the same manner, and that the duties of the Clerk in making the record in such proceeding shall be the same as those of the Clerk of the Court of Chancery; and that the Supreme Court shall have power to prescribe such forms and rules as it may deem to be necessary for the proper practice and procedure of the Board. No recommendation is made in regard to trials by jury, as it is not considered that the matters over which the Board is now given jurisdiction are, any of them, of such a nature that any of the parties thereto are entitled to the right of trial by jury. If, however, the Board should have or be given jurisdiction over matters in which the parties are entitled to a trial by the jury under the Constitution, it sees no valid objection to its being given power to summon a jury from the county where the matter arises and there try it by the jury.

It is believed that such a change in the powers of the Board will render its work more beneficial and effective to the public and to parties to be affected by its orders. It will also place it in such relation to the Supreme Court that its jurisdiction and all its errors in law or practice may be corrected, and in such relation to the matters over which it is given jurisdiction that its orders unappealed from can be speedily enforced. It is believed that it will also be much cheaper for the parties interested. Now, if the Board refuses to take jurisdiction or wrongfully takes jurisdiction, or commits errors at law or in equity in its proceedings, there is no method to correct such errors, except by some outside, independent proceeding, such as a resort to a court of equity, or writ of prohibition, mandamus, injunction and the like, with the necessity of establishing the facts in the case, and

being subject to additional expense and delay. If the law is amended as proposed the matter before the Board on the facts and circumstances found and stated by the Board can be taken before the Supreme Court for determination directly by appeal.

CHANGES IN THE STATUTES.

If the Board is given power to enforce its orders and permits made, and given in hearings between parties duly notified and heard, or given an opportunity to be heard, it should be given power to make orders and enforce them in those matters in which now it can only make recommendations. The Vermont Statute 3989, defining the general duties of the Board should be changed accordingly. By that section of the statute it can now recommend among other things there specified, additions to and changes in station and station houses. If it has power to order and enforce additions to stations, it ought also to have power to determine their location and give permission to the railroad companies to abandon them. This power is now given by Sections 3890 and 3891 to the Supreme Court.

An examination of the Statute relating to railroads and the Board of Railroad Commissioners will bring to light quite a number of inconsistent provisions on the same subject matters. These statutes speak of three classes of railroad commissioners: one class empowered to appraise the land taken by a railroad company for the construction of its road; another class appointed by the Supreme and County Courts for various purposes in administering and enforcing the law applicable to them and the Board of Railroad Commissioners. If the Board should be given power to enforce its orders and permits, the Board could well be given jurisdiction to make orders and permits from which an appeal can be taken for their correction and revision to the Supreme Courts in all those matters over which the County and Supreme Courts have jurisdiction to act through the appointment of commissioners, such as the neglect and default of a railroad company in constructing or maintaining fences, cattle guards or farm crossings, provided for in Sec. 3880; or the failure to agree upon crossings and connections, and the determination of the time or times when passenger trains between connecting railroads shall connect, provided for in Sec. 3860 to 3866, and possibly some other similar matters. Giving the Board primary, and if no appeal should be taken, final jurisdiction in all these subject matters relating to railroads, would harmonize now apparently

inconsistent provisions of the law and relieve, in some measure, at least, the Supreme and County Courts.

The attention of the Board has recently been called to claimed inconsistent provisions in the charter of some of the street or electric railroads empowering it to determine the necessity of taking land for their construction, and if found necessary, to appraise the same, and in the provisions on that subject in chapter 170 Vermont Statutes. The Statutes should be so amended as to remove the claimed inconsistency. The more the Board has had occasion to examine the Statutes relating to railroads, and of the powers and jurisdiction of the Board, the more forcibly it has become impressed that the whole subject should be recast or the Board should be abolished. Many of the inconsistencies in the Statutes have come into existence by provisions enacted before the Board came into existence, or from the fact that it was given only power to make recommendations. The Board will prepare or have prepared a bill or bills to present to the legislature on the subjects recommended in this report.

JONATHAN ROSS,
H. S. BINGHAM,
JAS. M. BOUTWELL,

Commissioners.

LEVANT M. READ.

The Board was fortunate in having the services of Judge Levant M. Read as one of its members until January, 1902. He was then suddenly taken sick with what proved a fatal disease. He had been long and intimately known by some of the Board. He was a valuable man in any service. He came up from the farm and gained the position he held at his decease by his own unaided efforts. A tireless worker, of large experience in the affairs of life, thoroughly honest, of good practicable judgment, well versed in the law, a good judge of men, and of the weight to be given to the testimony of witnesses, having a large acquaintance throughout the State, a practical surveyor, he was very helpful in the discharge of the duties of the Board.

No words of the Board can add to his well-deserved reputation. His death in the prime of manhood is a great loss to the profession of the law, to the Board, to the State, to society, and especially to his family. His associates on the Board place on record this expression of the high esteem in which they held him, and the great loss which they personally have sustained in his untimely removal. He had been so active, so attentive to all duties that knowledge of his sudden sickness came as a great surprise.

JONATHAN ROSS,
H. S. BINGHAM,
JAS. M. BOUTWELL,

Commissioners.

Complaints, Petitions, and Orders.

In the matter of the Complaint and Petition of the Selectmen of the Town of Brattleboro against the Brattleboro Street Railroad Co.

Pursuant to appointment the Board met at the Brooks House at Brattleboro on the 28th day of September, 1900, to consider the matter of said complaint and petition.

There were present :—

Commissioners Watson and Miller and Clerk Batchelder.

Hon. Kittridge Haskins and C. C. Fitts, Esq., Attorneys, representing the petitioners.

Hon. E. L. Waterman, President, and C. K. Jones, Supt., representing the petitionee.

It appeared that on the 16th day of June, 1900, the Selectmen of the Town of Brattleboro delivered to the Brattleboro Street Railroad Company the following notice, to wit :

To the Brattleboro Street Railroad Company, its President and Board of Directors.

Gentlemen :—Clause 16 of the contract for the location of the tracks of your said railroad, made and entered into by and between the directors of your said Company and the Selectmen of the Town of Brattleboro, on the 7th day of May, A. D., 1895, provides as follows :—“Whenever the Selectmen shall deem and declare that the public needs and convenience require a change in the location of the rails and wires in any portion of any street to some location in said street, the Railroad Company shall make such change of location upon notice, and if said Railroad Company shall neglect or refuse to make such change, the Selectmen may cause such change to be made and the streets repaired and put in order at the expense of said Company, provided, however, that if the Railroad Company shall deem such change to be unnecessary or improper for the public need and convenience, it may apply to

the Railroad Commissioners who shall determine whether such change is necessary or not."

In pursuance to the foregoing provisions you are hereby notified by the undersigned Selectmen of the Town of Brattleboro that they do deem and declare that the public needs and convenience requires a change in the location of the rails and wires of your said railroad along Chapin and Oak streets in said Village of Brattleboro, particularly at and near the corner of said Oak and Chapin streets.

We therefore notify you that you make without unreasonable delay, a change in the location of the rails and wires of your said railroad in Oak and Chapin streets as follows, viz:—

Commencing at a point near the center of the track of your said railroad at the northerly end of the curve at High and Oak streets, and on Oak street, thence running northerly, in a straight line being a little to the west of your track as it is now located, 839½ feet so as to intersect with the track as it now is at a point nearly opposite the south line of Chapin street extension; thence running on a curve 72 feet and 8 inches in length, the first 10 feet of said curve on a radius 71 feet and 8 inches and the balance, being 62 feet and 8 inches, on a radius 47 feet 10 inches, thence in a straight line along Chapin street 42 feet, said line being northerly of the track as it now is for nearly its entire distance; thence on a curve 20 feet in length, extending easterly until the line of said curve intersects the track as it now is laid on Chapin street; the foregoing description being according to a plan of survey made by C. T. Wolcott, Civil Engineer, which said plan is now in our possession and is subject to your order and examination at any time.

We would, however, say here, that we have no purpose or desire to make you any unnecessary expense, and that if you change the location of your said tracks for the 134 feet and 8 inches as before described, extending easterly on Chapin street and southerly on Oak street from the corner of Oak and Chapin streets, it will undoubtedly satisfy the wants and needs of the public. We can assure you that with this change being made as last before indicated, we, as Selectmen of the Town of Brattleboro, will feel satisfied therewith. If the foregoing change is not

made within a reasonable time we shall feel it our duty to make the change ourselves and at your expense.

Very truly yours,

W. H. VINTON,	} <i>Selectmen of</i>
FRED F. GLEASON,	
E. H. PUTNAM,	

Brattleboro, Vt.

Brattleboro, Vt., June 16, 1900.

And thereafter on the 7th day of July, 1900, delivered the said Brattleboro Street Railroad Company the following in addition thereto:—

To the Brattleboro Street Railroad Company, its President and Board of Directors.

Gentlemen:—In our notice to you dated June 16, 1900, we requested you to make the change therein indicated in your railroad line on Chapin and Oak streets, “without unreasonable delay,” and also therein stated that if the foregoing changes were not made, “within a reasonable time” we would feel it our duty to make it at your expense.

We might possibly disagree as to what a “reasonable time” was, and, therefore, do hereby notify you that unless the change indicated in the last paragraph of our notice to you of June 16th, 1900, with reference to the corner of Chapin and Oak streets is not made by you on or before September 1st, 1900, we shall proceed to make the change ourselves at your expense.

We trust this notice is sufficiently explicit, and that you will govern yourselves accordingly.

Yours respectfully,

W. H. VINTON,	} <i>Selectmen of</i>
E. H. PUTNAM,	

Brattleboro, Vt.

Brattleboro, Vt., July 7th, 1900.

To the Honorable Board of Railroad Commissioners of the State of Vermont:

The Brattleboro Street Railroad Company of Brattleboro, in the County of Windham, respectfully represents that,

Whereas, the Selectmen of the Town of Brattleboro, did, heretofore, to wit, on the 16th day of June, A. D., 1900, deliver to said Company a notice in writing, bearing that date, a copy of which is hereto attached; and afterwards to wit, on the 7th day of July, A. D., 1900, deliver to said Company another notice

in writing of said last mentioned date, a copy of which is hereto attached; and whereas said Company has failed to agree with said Selectmen as to the locations, changes and alterations named therein,

Now, therefore, said Company represents that said change is uncalled for, unnecessary and would be a great expense and damage to said Company and does hereby appeal from said order of the Selectmen, and does hereby make application to your Honorable Board to examine the premises and take such action thereon, as may seem just.

Dated at Brattleboro, this 8th day of August, A. D., 1900.

BRATTLEBORO STREET R. R. Co.

by C. E. Stickney, Clerk.

The said Brattleboro Street Railroad Company thereupon applied to the Board to determine the necessity of changing the rails and wires as set forth in said notice. It appears from the testimony produced at said hearing that the Brattleboro Street Railroad caused its line of railroad to be built along Chapin and Oak streets in said Brattleboro in connection with other streets in said Brattleboro. That said Chapin street joins said Oak street at nearly a right angle. The grade being about the same along the length of both streets. That Chapin street is a very narrow thoroughfare, many teams passing over and through said street on to Oak street and beyond.

That said Company has laid its track on the north side of Chapin street, a street running westerly, nearly the whole length of said street, but that as it approaches the junction of Chapin street with Oak street, a street running southerly, said track is laid so as to cross said Chapin street to the south side thereof, and thence on a curve passing on to Oak street to the westerly side thereof, thus establishing at said corner a curve in said track rendering it necessary for teams passing from Oak to Chapin, or from Chapin to Oak to cross said tracks at least twice. From Chapin street on to Oak street and beyond the grade ascends.

It appeared in evidence that it was dangerous and inconvenient for teams to attempt to pass from Chapin street to Oak street inasmuch as in so doing it becomes necessary to pass up Chapin street on the south side thereof, the location of the curve being such as to render it necessary to cross said track in order to pass along on to Oak street even when the cars of said Com-

pany are approaching said curve as they do at frequent intervals during each day.

It further appears that with said track located as at present at said crossing, it is impossible for said town to properly dispose of its surface water on said Oak street during the spring and at times of heavy rains, and to properly dispose of snow at said crossing during the winter months.

The Board finds and determines that said change as sought in said notices is necessary and hereby directs said Brattleboro Street Railroad Company to change the location of its rails and wires at said crossing on said Chapin and Oak streets in the manner set forth in said notice of June 16, 1900.

The Board further orders that the expenses incident to said change in the location of said rails and wires, as aforesaid, shall be borne by said Brattleboro Street Railroad Company and said Town of Brattleboro in equal shares.

That said Company shall commence said change within one month from the time when said Town of Brattleboro shall give said Company a guaranty that it will reimburse said Company for its one-half share of said expense.

ALFRED E. WATSON,	}	<i>Railroad</i>
JOHN D. MILLER,		<i>Commissioners.</i>

STATE OF VERMONT,

IN BOARD OF RAILROAD COMMISSIONERS.

Fair Haven, Vermont, November 30, 1900.

In the matter of the Complaint and Petition of the Citizens of the Village of Fair Haven, praying that a flagman be ordered stationed at the grade crossing at the easterly end of the passenger depot and electric signals be ordered installed at grade crossings known as Eddy's and on South Main Street and Pleasant Street on the railroad line of the Delaware and Hudson Company, in the village of Fair Haven, and that the planking at said crossings shall be on a level with the top of the rails at said crossings.

A hearing upon said complaint and petition was had at Fair Haven, November 30, 1900, upon notice to the petitioners and said Railroad Company.

The following appearances were made:—

Commissioners Watson and Miller and Clerk;

H. K. Sheldon, R. C. Reed and P. Foley, individually, as petitioners, and as Trustees representing the Village of Fair Haven;

W. H. Preston, representing Preston Brothers; and James McMartin, Assistant Engineer, representing the Delaware and Hudson Company.

The premises at each of the grade crossings in question were examined, the obstructions in the vicinity of each were noted, and the statements of parties present and interested were heard.

It appears to the Board that the crossings in question are more or less dangerous and in the interests of the public safety some protection should be provided at such as are acknowledged public highways.

The question was raised by said Railroad Company that there appeared of record no public highway crossing the tracks at the easterly end of the passenger depot in said village, and the fact was not established, upon the hasty examination of the records, that it was such.

Upon due consideration of the facts established, the conclusion of the Board is that electric signals should be installed at the so called Eddy's, South Main street and Pleasant street crossings and the Board orders said Railroad Company to install electric signals at the said three last mentioned crossings within sixty days from this date.

It further appeared that some of the planking at the said crossings was not on a level with the top of the rails thereat, it being worn by travel over said crossings, although it was so when originally laid.

And the Board therefore recommends that the said crossings be kept properly planked for the travel over them.

ALFRED E. WATSON,

JOHN D. MILLER,

Railroad Commissioners.

No. 1.

IN RE COMPLAINT AND PETITION OF CITIZENS OF HARTFORD.

CROSSING AND DEPOT AT WHITE RIVER JUNCTION.

Appearances: Pingree & Pingree for petitioners; C. M. Wilds and C. W. Witters for C. V. Ry.; John Young for B. & M. R. R.; Wm. Batchelder and Chas. Batchelder for Town of Hartford; James G. Porter, for Woodstock Ry.

Docket entries:

The record of this case prior to Jan. 9, 1901, is reported in the Seventh Biennial Report pp. 97-100. Jan. 9, 1901, hearing at White River Jc. Mo. of Town of Hartford to dismiss petition as to town. Mo. of C. V. Ry. to dismiss for want of jurisdiction. Briefs on mo. to be filed by Feb. 10. Feb. 8, 1901, brief of petitioners filed. Feb. 10, 1901, brief of C. V. Ry. filed. Mch. 1, 1901, brief of B. & M. filed. March 7, 1901, petition dismissed as per order.

REPORT AND OPINION.

The petitioners are citizens of Hartford. By the original petition they asked the former Commission to order that a subway be constructed for the passage of persons having business at the Union Railroad Station at White River Junction to the street in White River village next west of the station grounds. By the amended petition they seek to have the station moved to the west side of the tracks of the Central Vermont Railway Company. At hearings before the former Commission, the Central Vermont Railway Company and the Boston & Maine Railroad questioned the jurisdiction of the Commission to make any valid order in the premises, either on the original or amended petition. At a meeting of the present Commission, held on due notice, at White River Junction on January 9, 1901, which was attended by a majority of the Commissioners, by the petitioners and their attorneys, by the attorneys of the Central Vermont Railway, and by the attorneys of the Boston & Maine Railroad, and by representatives of the town of Hartford, the want of jurisdiction was brought to the attention and urged upon the consideration of the Commission. On this question the attorneys of the petitioners and of the two railroad companies were ordered to file briefs with the Commission. That order having been complied with and the briefs considered, the Commission has carefully examined and considered whether it has jurisdiction.

First, Has the Commission jurisdiction to order a subway to be constructed to be used by those who have business at the railroad station to go to and from the street in front of the White River Junction hotel to the station?

It is claimed, and not disputed, that no highway has ever been laid out to cross the railroad tracks on the west side of the station, extending from the street to the station. As the Commissioners understand, the station was built and established at the joint expense of the three railroads originally centering there; the old Vermont Central Railroad Company, the Connecticut and Passumpsic Rivers Railroad Company, and the Northern Railroad Company of New Hampshire. The Central Vermont Railway Company has succeeded to the rights of the old Vermont Central Railroad Company, and the Boston and Maine Railroad to the rights of the Ct. & Pc. R. R. and Northern R. R. Co. The tracks on the west side of the station and the ground covered by them belong to the Central Vermont Company. The way heretofore and now used from the station to the street, is one either established by the three Railroad Companies, or one that grew up by their license. By their license persons having business at the station are permitted, if not invited to use it. Where a way is opened to the public by a person or corporation, for the use of persons who have business with such person or corporation, although it is used by others than such persons as are licensed, or invited to use it, the public nor other persons using it, do not gain by any length of continuous use a right of way by adverse use. Such use not being adverse to the use to which the license has set it apart. The use of it for other purposes is presumed to be in accordance with the license, and not adverse to the owner and licensee, certainly until notice is given of such adverse claim, or right.

Plimpton vs. Converse, 44, Vt. 158.

Under these views the way from the station to the street is not a way in which the public has any rights, except those conferred by the license. It is a way furnished by the Railroad Companies, which established and use the station, for the use of their patrons and those having business at the station. It is not in any legal sense a highway crossing the tracks of the Central Vermont Railroad Company at grade, over which the Commission is given jurisdiction by V. S. 3842. If the Railroad Companies now using it should remove the station, their license to

persons to use it, in passing to and from the street to the station, would be withdrawn, and what of the yard of the Central Vermont Railroad Company is now used for such passing and repassing would become like the other portions of its yard. This being the character of that way, the Commission finds no provision of the Statute which confers jurisdiction upon it to establish a subway at that point to take the place of this way of license by the railroad companies. We find nothing in Sections 3989 and 3990 nor Section 3993 V. S., which confers upon the Commission jurisdiction to make the order asked for in the matter. The Railroad Companies having in legal sense invited people having business at the station coming from or returning to the street, to use this way, take upon themselves the duties due from them to business guests, in regard to the safety of using such way.

Secondly. Has the Commission jurisdiction or authority to order the station to be moved to west side of the tracks of the Central Vermont Railway Company? To make such an order the Commission must have authority to locate the station of these three railroads. The Sections referred to by the petitioners' brief, do not in terms give the Commission such jurisdiction. Being a tribunal created by the legislature its jurisdiction is only that given in terms, or by fair implication from the language used. If no other tribunal was given jurisdiction to determine the location of railroad stations there might be some ground for holding that the general language used in these Sections impliedly conferred jurisdiction upon the Commission. But such implication is not inferable from such general language, when in clear language the right to determine the location of stations is conferred upon the Supreme Court, V. S. Sec. 3890.

Especially is such an implication unwarranted when the Commission is given no authority to enforce orders which it has jurisdiction to make, except through the Supreme Court. Hence the Commission holds that it has no power or authority to give relief to the petitioners on either prayer of their petition. The petition is dismissed.

March 7, 1901.

JONATHAN ROSS,
LAVANT M. READ,
HENRY S. BINGHAM,

Commissioners.

No. 2.

IN RE PETITION OF U. S. FISH COMMISSION TO HEAT FISH CARS.

The following petition was filed on May 8, 1900 :

UNITED STATES

COMMISSION OF FISH AND FISHERIES.

Washington, D. C., May 4, 1900.

The Honorable Railroad Commissioners of the State of Vermont, Montpelier, Vermont.

Gentlemen:—We have recently experienced trouble in regard to the use of fires on the cars of this Commission while passing through one of the New England states. For this reason it was deemed advisable to obtain from the Railroad Commissioners of the different states an order so that fires could be allowed. The cars of this Commission are equipped with a railroad car range made by Bramhall, Deane and Company, of New York, also with one steam boiler about five feet high and twenty-nine inches in diameter which is used in running a water and air pump to aerate the water, and is necessary to keep the fish alive. I respectfully request that if necessary you issue an order to the railroad companies of your State which will permit the cars of this Commission to run on passenger trains without being interfered with. I enclose herewith copies of orders received from the Railroad Commissioners of New York, Massachusetts, Connecticut and Maine.

Very respectfully,

GEO. M. BOWERS,
Commissioner.

No action having been taken the case was brought forward at the request of the petitioner and the following order issued :

IN RE PETITION OF U. S. FISH COMMISSION TO HEAT FISH CARS.

Upon presentation of the Commissioner of the United States Commission of Fish and Fisheries of Washington, D. C., that the railroad cars of said commission are specially equipped with a railroad car range made by Bramhall, Deane & Co. of New York, and with a steam boiler which is used in running a water and air

pump to aerate the water in which the fish are kept, and a request that the Railroad Commissioners approve the same, we, the Railroad Commissioners of the State of Vermont, hereby approve the said method of heating such cars for such special purpose, as provided by section 3908 of the Vermont Statutes, when such cars are en route on any passenger train upon the railroads of this State.

Dated at Montpelier, Vermont, January 17th, 1901.

JONATHAN ROSS,
LAVANT M. READ,
HENRY S. BINGHAM,
Vermont Board of Railroad Commissioners.

No. 3.

TRUSTEES OF SPRINGFIELD VILLAGE,

vs.

SPRINGFIELD ELECTRIC RAILWAY.

LOCATION AND USE OF TRACKS IN THE VILLAGE OF
SPRINGFIELD.

Appearances: H. H. Blanchard, F. H. Spaulding, for petitioners; E. C. Crosby, E. B. Flynn, for deft. company.

Docket entries:

Aug. 28th, 1900, petition filed. Sept. 3d, 1900, copy of petition ref'd. to deft. company. Oct. 27th, 1900, hearing at Springfield. Dec. 29th, 1900, notice of hearing given. Jan. 8th, 1901, hearing at Springfield. Opinion and order issued.

The substance of the petition is set out in the opinion.

OPINION AND ORDER.

IN RE PETITION OF THE TRUSTEES OF SPRINGFIELD VILLAGE CORPORATION. SPRINGFIELD ELECTRIC RAILWAY Co., *Petitionee.*

The petition alleges in substance that the petitionee has built and is maintaining a switch or spur-track, branching from its main line in the public highway known as Clinton Street, without authority; that the spur-track was built without right; that the maintenance thereof is contrary to the charter of the railway company and the laws of the State, and that it is not

necessary for the operation of the road; that it interferes unnecessarily with the travel, is an obstruction to the highway, and a public nuisance.

The petition further alleges that the railway company has been and is maintaining a nuisance and obstruction upon the highway by the use of the side track for a freight yard and station, by leaving and storing freight cars upon the side-track and by loading and unloading the same thereby obstructing the highway, by causing, coal, coal-dust, pieces of brick, and other unsightly refuse to be scattered on and about the highway and causing great discomfort to the people living or traveling in that part of the village.

The petitioners pray that the subject matter of the petition be investigated and that an order be made that the railway company desist from such use of the spur-track and the highway, and for such further relief as the Commissioners shall deem necessary in the premises.

Section 7 of the charter of the Springfield Electric Railway Co. provides that "Said Company shall file with the Clerk of the towns and villages, in which said railway is to be located, a statement defining the streets and highways and the portions thereof in which said railway is to be located, the tracks, turnouts and switches to be placed therein"—"Said statement may be of portions or sections of said railway as convenience may require, and shall be made, and the permission of said selectmen or trustees obtained for the building of said railway as set forth in said statement before beginning the construction thereof."

Section 8 provides that "If said company fails to agree with said selectment or trustees as to the location, manner of construction, or use of said railway, they may apply to the railroad commissioners."

The Commissioners find that, prior to the construction of the railway, the selectmen of the town and the trustees of the village and the railway company executed a written agreement specifying in a general way the location of the main track of the railway "with needed side tracks and spur tracks for the use of manufacturing concerns and the delivering of freight along the line of the road, including a line located on Mineral street and running from the foot of Mineral street at its junction with Clinton street to the J. C. Holmes & Co., cotton mill at the foot of Park street;" that no agreement was ever entered into more particularly locating the side tracks, turnouts, and switches, nor

was any application ever made to the railroad commissioners, as provided in sections seven and eight of the charter of the railway company.

The Commissioners would recommend that the railway company agree with the selectment of the town and the trustees of the village as to the particular location of its switches, side tracks, and turnouts, and that such agreement be recorded in the proper offices; and that, in case of a failure to agree, that application be made to the railroad commissioners as is provided in section eight of the railway charter.

The Commissioners find that the side or spur track complained of is situated at the junction of Clinton and Mineral streets and that it was originally a portion of the branch road leading up Mineral street; that the main track at this point, coming from an easterly direction, is on the southerly side of Clinton street and at its junction with Mineral street makes a turn northerly and crosses Black river in the center of the highway bridge; that, owing principally to a steep grade and a sharp curve at that point, the railway company, some time after the construction of the road, changed the location of the branch leading up Mineral street, commencing at a switch about five rods easterly of the switch to its original branch, now said spur-track, and running southerly of the spur-track, partly in the highway and partly on land purchased for that purpose, and joining the original branch farther along on Mineral street; that by this change a spur-track was left in the highway between the main line and the Mineral street branch.

The Commissioners find that the railway company uses this spur-track for the purpose of storing, loading, and unloading freight cars and that from one hundred and twenty to one hundred and forty cars a year are loaded and unloaded at this point; that much of the freight delivered there consists of soft coal and that the loading or unloading of a car takes, in many instances, the whole or nearly the whole of a day.

The Commissioners find that such use of the spur-track is an unreasonable and unnecessary obstruction of the highway and therefore recommend that the railway company cease to use the spur-track for such purposes.

JONATHAN ROSS,

LAVANT M. READ,

Board of Railroad Commissioners.

No. 4.

CITIZENS OF SOUTH RYEGATE,

VS.

MONTPELIER & WELLS RIVER R. R.

HIGHWAY GRADE CROSSING.

Docket entries:

Oct. 25th, 1900, petition filed. Nov. 5th, 1900, copy of petition ref'd. to deft. company. Nov. 13th, 1900, answer of deft. company filed.

PETITION.

To the Honorable Board of Railroad Commissioners for the State of Vermont:—

We, the undersigned, voters and tax payers and free holders of the State, do earnestly pray your Honorable Board to order the Montpelier & Wells River Railroad to allow the crossing over the track of the M. & W. R. R. R., opposite the house of James O'Rourke, to be continued for the benefit and convenience of said James O'Rourke, of Mrs. Mary Hennessy and of the general public.

M. H. GIBSON AND 64 OTHERS.

ANSWER.

Montpelier, Vt., Nov. 7, 1900.

To the Honorable Board of Railroad Commissioners:

The Montpelier & Wells River Railroad, for answer to the petition of M. H. Gibson and others, says:

1st. That the Railroad Commissions have no jurisdiction of the subject matter as set out in the petition.

2nd. That the petition itself does not contain a sufficient amount of information under which the Montpelier & Wells River Railroad is called for to make answer to.

3rd. That the petition does not make a case upon which the Commissions under the law have any jurisdiction upon which they can act.

4th. That the petitioners have mistaken their remedy if they have any.

5th. That the petitioners have not proceeded as required by law.

The Montpelier and Wells River Railroad therefore move your Board to dismiss the petition of the said M. H. Gibson and others.

And the Montpelier and Wells River Railroad further answering, says, not waiving any of its legal rights, and still insisting that the Board of Railroad Commissioners have no jurisdiction of the matter set out in the petition, as it is set out in said petition, that the convenience and benefit to James O'Rourke and Mary Hennessy and the general public do not warrant a grade crossing over the tracks of the Montpelier & Wells River Railroad, opposite the house of James O'Rourke when the liability to accidents are taken into consideration, that all the business of the said O'Rourke and Mary Hennessy and the general public can be reasonably done without a grade crossing of the track of the Montpelier & Wells River Railroad.

MONTPELIER & WELLS RIVER RAILROAD,

By its Attorney, J. P. Lamson.

No hearing having been asked on the above petition the same was dismissed.

No. 5.

IN RE PETITION OF WOODSTOCK RAILWAY COMPANY TO HEAT CARS BY STOVES.

Docket entries:

Dec. 8th, 1900, petition filed. Jan. 1st, 1901, order issued.

ORDER.

IN RE APPLICATION OF THE WOODSTOCK RAILWAY COMPANY TO HEAT CARS WITH WOOD OR COAL STOVES.

On consideration of the application of the Woodstock Railway Company dated December 7th, 1900, to heat the cars by stoves which shall burn wood or coal, permission is hereby given to heat the passenger and baggage cars of said railroad as requested in said petition. The method of heating is to be subject to the approval of the Commissioners and this permit may be revoked at any time on seasonable notice to the railroad company.

Dated at Montpelier, January 1, 1901.

JONATHAN ROSS,

LAVANT M. READ,

Railroad Commissioners.

No. 6.

CITIZENS OF BELLOWS FALLS & SPRINGFIELD

VS.

BOSTON & MAINE RAILROAD COMPANY.

TRAIN SERVICE.

Docket entries:

Dec. 27th, 1900, petition filed. Dec. 28th, 1900, copy of petition referred to B. & M. R. R. Jan. 1st, 1901, answer of B. & M. R. R. filed. Jan. 2d, 1901, copy of answer ref'd to petitioner.

The petitioners complained of inadequate train service. The answer of the deft. company alleged that the service was such as the business warranted at that season of the year. No hearing being desired by the petitioners at the time of the filing of the petition the case was held open. Changes in train service have since rendered the petition useless and the same has been dismissed.

No. 7.

IN RE SIGNAL AT GRADE CROSSING AT WINOOSKI DEPOT.

On the application of the Central Vermont Railway Company the following temporary order was issued :

IN RE GRADE CROSSING AT WINOOSKI DEPOT.

Pending a full hearing of all parties in interest, the Central Vermont Railway Co. is hereby directed to establish an electric bell signal, operated automatically on the approach of trains, at the grade crossing at Winooski depot. While said electric signal is in operation and pending further orders of this Commission the Central Vermont Railway Co. is excused from employing a watchman at said crossing as required by Act No. 260 of the Laws of 1900.

Dated at Montpelier, Vt., January 1, 1901.

JONATHAN ROSS,

LAVANT M. READ,

Railroad Commissioners.

A copy of the order was delivered to interested persons near this crossing. An electric bell signal was duly installed by the railroad company and no application has been made to this Board for a modification of the order.

No. 8.

CITY OF MONTPELIER,

VS.

MONTPELIER & WELLS RIVER R. R. ET ALS.

GRADE CROSSING IN CITY OF MONTPELIER.

Appearances: F. P. Carleton, City Attorney, for petitioner; J. P. Lamson, for M. & W. R. R. R.; Geo. W. Wing, for C. H. More & Co.

Docket entries:

Dec. 28th, 1900, petition filed. Dec. 28th, 1900, copy of petition referred to M. & W. R. R. R. Jan. 7th, 1901, answer of M. & W. R. R. R. filed. Jan. 8th, 1901, copy of answer referred to petitioner. Jan. 12th, 1901, notice of hearing given. Jan. 23d, 1901, hearing at Montpelier. Ordered that notice of petition be given to Chas. H. More & Co. Adjourned to Feb. 19th, 1901. Jan. 24th, 1901, notice and copies of petition sent to Chas. H. More & Co. Feb. 9th, 1901, answer of Chas. H. More & Co. filed. Feb. 11th, 1901, copy of answer of Chas. H. More & Co., referred to petitioner and deft. company. Feb. 14th, 1901, notice of hearing given. March 1st, 1901, hearing at Montpelier.

Ordered, that the Board has no jurisdiction of the matter and that the petition be dismissed.

PETITION.

To the Honorable Board of Railroad Commissioners of the State of Vermont:—

Comes the City of Montpelier in the County of Washington and State of Vermont and represents;

That a highway has been recently laid out by the Supreme Court of the State of Vermont and named and called Granite street, being in the limits of said city and running from Barre street to Berlin street in said city, and across the main line and certain side tracks of the Montpelier & Wells River Railroad.

That one of said side tracks which runs from the said main line to the sheds of Charles H. More and Company, is much lower than the grade of the other tracks, and that said highway laid at grade with all of said tracks makes a very uneven and dangerous highway and crossing.

That the officials of the Montpelier & Wells River Railroad

claim that they cannot raise the grade of said side track without an order from the Railroad Commissioners.

Therefore the said petitioner prays that your Honorable Board issue an order directing the said Montpelier & Wells River Railroad to raise the grade of said track at the crossing with said Granite street, to an even grade with the main line of said railroad and the bridge on said street across the Winooski river.

CITY OF MONTPELIER,

by Frederick P. Carleton, City Attorney.

Montpelier, Vt., Dec. 27, 1900.

ANSWERS.

The answer of the Montpelier & Wells River Railroad, to the complaint of the City of Montpelier which complaint was received by the Montpelier & Wells River Railroad by mail on the 29th day December, 1900, at 2:30 o'clock, P. M.

And answering it says:

1st. That the Board of Railroad Commissioners have no jurisdiction of the matter set out in the complaint.

2nd. It is a matter solely between the City of Montpelier and Charles H. More & Co., and is not a matter for the Board of Railroad Commissioners.

3rd. That Charles H. More & Co., have more and greater interest in the matter of the raising the side track set out in the complaint than the Montpelier and Wells River Railroad, and it does not appear that Charles H. More has in any way been made a party, or has any notice of this complaint

4th. That the Montpelier & Wells River Railroad owns the material out of which the side tracks were built, and when the side tracks cease to be used for railroad purposes the materials all revert back to the Montpelier and Wells River Railroad. It does not own the land on which the side tracks are, and never did. It never made the crossing referred to in the complaint or caused it to be made and has never repaired it or maintained it or caused it to be repaired or maintained. It believes that the crossing was built and has been maintained by parties who have wanted to use it, independent of the Montpelier & Wells River Railroad. That the side tracks have been used since built mainly for the purpose of getting materials into and out of the shops now owned by Charles H. More & Co., that have come in and are to go out over the main line of the Montpelier & Wells River Railroad.

That the said side tracks were first laid down by an arrangement with the Wetmore & Morse Granite Co., in the year 1889. That after Charles H. More & Co. became the owners of the Wetmore & Morse Granite Company's property, the said Charles H. More & Co., and the Montpelier & Wells River Railroad on the 8th day of October, 1894, entered into a written agreement regarding the said side tracks, which is now in force.

5th. The Montpelier & Wells River Railroad says it has not claimed that the side tracks in question could not be raised without an order from the Railroad Commissioners, but it does distinctly state that the matter of raising the side tracks is between the City of Montpelier and Charles H. More & Co., that Charles H. More & Co. are the ones to be affected by the raising of the tracks.

That some portion of the land now occupied by Granite street, before the building of Granite street, was owned by Charles H. More & Co., and some of the land was conveyed by Charles H. More & Co. to the City of Montpelier about three years ago, and in said conveyance the said Charles H. More & Co. made some reservation to have said tracks maintained, the said side tracks being then in operation as they now are.

There was also an agreement by the City of Montpelier, that the City of Montpelier was only to grade back from the river 50 or 100 feet, which agreement, if kept, would largely do away with the complaint now made by the City of Montpelier to raise the side tracks in question.

That if said side track is raised it will form a dam so that in high water and when the ice blocks up the river it will do great injury to the property of the said Charles H. More & Co.

The Commissioners who laid Granite street saw that if Granite street was brought up to a level it would require the side tracks to be raised about four feet, and if raised it would in turn require the raising of the shops and sheds of Charles H. More & Co. at a large expense, as was stated in the report.

That the side track on its present curve, if raised as required, will be so steep in getting in and out of the sheds that no one will be able to operate the side track unless some one becomes obligated to the Montpelier & Wells River Railroad to save them from all harm and damage by trying to use the side track as it must be after it is raised as asked for.

If the side track is raised as contemplated by the complaint so as to make it grade from the river to the track of the main line

of the Montpelier & Wells River Railroad without the raising of the stone sheds and shops of Charles H. More & Co., it will compel the side track to be discontinued and thus the Montpelier & Wells River Railroad will lose its business with Charles H. More & Co.

The law contemplates that a highway shall not be laid over an existing railroad to the injury of the railroad.

6th. The law points out a way for the City of Montpelier to settle all these questions with Charles H. More & Co., and there is no way for the Board of Railroad Commissioners to act in the premises until the question between the City and Charles H. More & Co. has been settled.

7th. The Montpelier & Wells River Railroad says that this action of the City of Montpelier in calling upon the Board of Railroad Commissioners at this time and in this way is for the purpose of relieving itself from the expense of settling with Charles H. More & Co., and putting the expense upon the Montpelier & Wells River Railroad, or discontinue the use of the side track and lose the business of Charles H. More & Co., and compel Charles H. More & Co. to suffer a great loss by this raising of Granite street, as contemplated by the raising of the said side track.

MONTPELIER & WELLS RIVER RAILROAD
by J. P. Lamson, its Attorney.

ANSWER.

THE ANSWER OF CHAS. H. MORE, FOR CHAS. H. MORE & CO.

To the petition of the City of Montpelier, to the Railroad Commissioners to raise the railroad track going into the shed of Chas. H. More & Co., from the main line of the Montpelier & Wells River Railroad.

Answering says:

He has read the answer of the Montpelier & Wells River Railroad in the same matter, and as far as the answer of the Railroad is applicable to the interest of Chas. H. More & Co., he makes it his answer.

That prior to the date of the deed of Chas. H. More & Co., to the City of Montpelier, Chas. H. More & Co. owned some of the land where Granite street in the City of Montpelier has now been located, and by said deed, conveyed some of the land to the City of Montpelier, which deed is referred to and is made a part of this answer.

That prior to the date of said deed, a contract in writing was made between the City of Montpelier and Chas. H. More & Co., which contract he now believes to be in the possession of the City of Montpelier, and asks the City to produce the same, which contract he refers to and makes it a part of this answer.

He further says the contract referred to fixed the manner and way Granite street should be graded from the bridge towards the Railroad tracks, which contract, when produced by the City, will fully show its contents.

He further says "there is another written contract between the City of Montpelier, and Chas. H. More & Co., which he refers to and makes it a part of his answer.

He refers to the report of the County Committee who laid Granite street—as far as it relates to Chas. H. More & Co., and makes that part of that report a part of his answer.

He further answering says that Chas. H. More & Co. own the land where the railroad tracks now are, that are asked to be raised. That said tracks are now there by an arrangement between the Montpelier & Wells River Railroad and Chas. H. More & Co., and the contract is in writing. That said tracks are private property and in no way concern the public, and are now located the same as they were when the City of Montpelier took their deed from Chas. H. More & Co., the said tracks are not on Railroad land, and are not covered by the charter of the Montpelier & Wells River Railroad.

The said Railroad tracks cannot be raised without great injury and damage to Chas. H. More & Co., and the only way to avoid the injury and damage to Chas. H. More & Co. is by raising the sheds, shops and works of Chas. H. More & Co. to a level of the grade of Granite street.

That if Granite street is to be made grade from the bridge to the main line of the Montpelier & Wells River Railroad tracks without raising the sheds, shop and works of the Chas. H. More & Co., the said Company will be greatly injured and damaged by the action of the water and ice.

And if said tracks are raised as contemplated by the petition and not raise the sheds, shops and works of Chas. H. More & Co., it is liable to prevent the use of said tracks altogether, by reason of getting into and out of the said sheds and works.

As notice has been given by the Montpelier & Wells River Railroad if said tracks are raised as contemplated, Chas. H. More & Co. must use the tracks at their own risk.

That said Chas. H. More & Co. contend that this is a matter between them and the City of Montpelier, and that said tracks into their sheds cannot be molested or interfered with and changed from what they were when the City of Montpelier took the said deed—without first making Chas. H. More good for all loss and damage they may be to by any change in the tracks, whether made by the City or by order of the Railroad Commissioners.

CHAS. H. MORE,
For Chas. H. More & Co.

Montpelier, Vt., Feb. 8th, 1901.

No. 9.

IN RE PETITION OF ST. ALBANS STREET RAILWAY COMPANY
FOR PERMISSION TO CROSS THE TRACKS OF THE CENTRAL VER-
MONT RAILWAY AT GRADE IN THE CITY OF ST. ALBANS.

Appearances: F. C. Smith and A. A. Hall for petitioner; C. M. Wilds, C. W. Witters, John Young, for Central Vermont Railway Co.; N. N. Post for City of St. Albans; H. C. Royce for property owners.

Docket entries:

Jan. 3d, 1901, Petition filed. Jan. 3d, 1901, copy of petition ref'd. to def't. company. Jan. 10th, 1901, notice of hearing given. Jan. 17th, 1901, hearing at St. Albans. Hearing continued to Feb. 1st, to Feb. 19th. Feb. 19th, 1901, hearing at St. Albans. Feb. 28th, 1901, hearing at St. Albans. March 8th, 1901, order issued.

PETITION.

To Hon. Jonathan Ross, Hon. Lavant M. Read and Hon. H. S. Brigham, Railroad Commissioners of the State of Vermont:

Your petitioner, the St. Albans Street Railway Company, respectfully represents that it is a corporation organized and existing under and by virtue of the laws of the State of Vermont with its principal place of business in the City of St. Albans.

That under the rights and powers conveyed by its charter and the several amendments thereto it proposes to construct an electric street railway between the city of St. Albans and the lake shore near the post-office of St. Albans Bay, and also between the city of St. Albans and the village of Swanton.

And your petitioner further represents that in the construction and operation of said electric railway along the proposed route it is necessary to cross the steam railway tracks of the Central Vermont Railway Company at a point on Lake street in the city of St. Albans near the Central Vermont passenger station where the tracks of said Central Vermont Railway cross Lake street in said city ; also the track of the Missisquoi Division of said Central Vermont Railway Company at a point on North Main street in said city of St. Albans where said Missisquoi Railroad track crosses said Main street.

And your petitioner further represents that while existing conditions continue the public convenience reasonably requires and public safety will reasonably permit, with proper safeguards and regulations the construction and maintenance of said crossings at grade.

And your petitioner therefore prays that your Honorable Board will set an early day for a hearing upon this petition and that your petitioner may be granted the right to construct and maintain its electric railway track across the tracks of the Central Vermont Railway Company at grade under reasonable safeguards and regulations and at the points named in this petition.

Dated at St. Albans in the State of Vermont, this 1st day of January, A. D., 1901.

H. F. LINCOLN,

Engineer of the St. Albans Street Railway Company.

ALFRED A. HALL,

FULLER C. SMITH,

Attorneys of the St. Albans Street Railway Company.

OPINION AND ORDER.

IN RE PETITION OF ST. ALBANS STREET RAILWAY COMPANY OF ST. ALBANS FOR GRADE CROSSINGS OVER THE CENTRAL VERMONT RAILWAY AT LAKE STREET IN THE CITY OF ST. ALBANS, AND OVER THE MISSISQUOI DIVISION AT NORTH MAIN STREET IN THE CITY OF ST. ALBANS, AND OVER A SPUR TRACK IN SWANTON.

After full hearing and consideration of the evidence and surrounding circumstances the Commission finds :

1. That the nature of the soil and lay of the land are such that it is impracticable to construct for the petitioner and the traveling public an under-pass for a reasonable sum at Lake street or any other street which crosses the tracks of the Central Vermont Railway Company.

2. That the construction and maintenance of an overhead crossing on any street crossing these tracks would be attended with too great expense, and with other objections to render the same reasonably feasible.

3. That the highway at Lake street crosses twenty-two tracks of the Central Vermont Railway Company, some of which are in almost constant use from early in the morning until midnight; and that the highway also is in nearly constant use, during these hours, by the traveling public with teams of all kinds and foot passengers; that while with the exercise of the greatest care few accidents have hitherto occurred at this point, the Commission finds that the crossing is a very dangerous one and that to add thereto a street railway cutting all these tracks and passing its cars, carrying passengers and freight, every 20 or 30 minutes from early morning until late at night will increase the danger; and that such increase should not be allowed except under special and fixed conditions.

The Commission fully recognizes the desirability of a street railway in the City of St. Albans, but thinks its instalment should not increase the liability to accidents so far as they reasonably may be guarded against.

The Commission therefore grants the prayer of the petition and allows the petitioner to cross, at grade, the tracks of the Central Vermont Railway Company, on Lake street, upon the following conditions and regulations:

1. That all trains over the Central Vermont Railway from the north shall come to a full stop in or near the station, before approaching the crossing and shall not pass the Lake street crossing at a rate of speed greater than four miles per hour; that all shifting engines, whether alone or moving cars, shall not pass the crossing at a rate of speed greater than four miles per hour; that all trains from the south shall pass the southern semaphore danger signal at a rate of speed not greater than twelve miles per hour, and the crossing at a rate of speed not greater than eight miles per hour.

II. That, at the expense of the St. Albans Street Railway Company, the Central Vermont Railway Company shall construct and maintain, properly located for the convenient use of the petitioner, frogs of the most approved pattern, in all its tracks across Lake street, also a semaphore signal, so located as to be readily seen by all trains from the south, about eight hundred feet south

of the Lake street crossing, to warn approaching trains of danger in making the crossing. When set at "danger" such trains shall come to a full stop fully fifty feet from the crossing; also a semaphore signal over its tower, as at present located, also another near the west corner of its mechanical department building. These two are to be used as stop signals and when displayed as such no trains or engines of the Central Vermont Railway Company, nor cars of the Street Railway Company, shall disobey the signal nor approach nearer to the crossing than fifty feet. Also, at the expense of the petitioner, it shall construct and maintain and operate in the four passenger tracks passing through the station, in the two freight tracks next west of the station, and in the track of the Street Railway at Lake street crossing, an interlocked derailing plant all connected by proper mechanical devices and machinery so that it can be operated with the semaphore signals by the movement of levers in the tower, substantially after the plan presented by Engineer William C. Patten, which plan is referred to and made a part hereof.

On the other tracks principally, if not wholly, switching engines supply the motive power and are run at a low rate of speed. It is thought that the danger and stop signals, if duly operated, observed, and obeyed, will be sufficient to secure safety.

III. All trainmen and motormen are required to observe and obey the danger and stop signals.

IV. The St. Albans Street Railway Company shall bear one-half the expense of the tower service, and the entire expense of maintaining and keeping in working order the machinery that operates the interlocking derailing plant, and the semaphore signals.

V. The Central Vermont Railway Company is given the first right to pass its trains over the crossing when its trains and the cars of the Street Railway are each in readiness to move over the crossing, and takes the responsibility for the proper operation of the signals and the interlocked derailing plant. The tower man must so operate these as to furnish reasonable accommodation for the passing of the cars of the Street Railway as well as the trains of the Central Vermont Railway Company.

VI. The Central Vermont Railway Company need not enter upon the work required by the foregoing until the St. Albans Street Railway Company shall either furnish the material or the money to pay for the same, and, if required, give the Cen-

tral Vermont Railway Company security that it will perform what is heretofore required to be done by it in paying for the work, repairs, and operating expenses which the Central Vermont Railway Company is ordered to do at its expense.

VII. The trolley wire of the Street Railway Company shall be erected so as to furnish between it and the tracks of the railroad twenty-three feet in the clear.

GRADE CROSSING OVER THE MISSISQUOI DIVISION ON NORTH MAIN STREET IN THE CITY OF ST. ALBANS.

The petitioner is allowed to cross at this point at grade. The order therefor is the same as that granted to it to cross the St. Johnsbury and Lake Champlain Railroad in the village of Swanton. That order, substituting Central Vermont Railway Company for St. Johnsbury & Lake Champlain Railroad Company wherever the last name occurs, is here inserted.

Permission is granted to the St. Albans Street Railway Company to cross at grade the track of the Central Vermont Railway Company at a point in the city of St. Albans where the track of the Missisquoi Division crosses North Main street, upon compliance by the St. Albans Street Railway Company with the following conditions, regulations and restrictions which are imposed pursuant to the provisions of Section 3939 of the Vermont Statutes, to wit:

I. But one electric railway track shall be constructed across said steam railroad at grade at this crossing.

II. The St. Albans Street Railway Company shall furnish, at its own expense, crossing frogs for said crossing, and said crossing frogs shall be made of steel rails of like section, pattern and weight of rails used by the Central Vermont Railway Company at said crossing, and to be in every respect standard thereto and to the acceptance of the roadmaster of the Central Vermont Railway Company.

III. The crossing frogs shall, under the supervision of the roadmaster of the Central Vermont Railway Company, be laid by the St. Albans Street Railway Company, and after the frogs are once set in place the work of maintaining the same, including the keeping of the frogs properly blocked with guards and free from snow and ice, shall be performed by the Central Vermont

Railway Company entirely at the expense of the St. Albans Street Railway Company.

IV. If the St. Albans Street Railway Company fails to furnish materials for renewals and maintenance, after being called upon by the Central Vermont Railway Company to do so, the Central Vermont Railway Company shall have the right to furnish the same at the expense of the St. Albans Street Railway Company.

V. The St. Albans Street Railway Company, in addition to the other protections and safe-guards now or hereafter required by law or rule, shall construct and maintain at its own expense, a semaphore signal, approved by the Board, on each side of the crossing and in such a position that it can be seen by the engineer of an approaching train. The semaphore signal on the east side of the crossing shall be placed at a point on the line of the Central Vermont Railway Company _____ feet from the crossing, and the semaphore signal on the west side of the crossing shall be placed at a point on the line of the Central Vermont Railway _____ feet from the crossing. The St. Albans Street Railway Company shall also erect a sign-post on either side of the crossing, and at a distance of fifty feet therefrom, upon which shall be painted in large and distinct letters the word "stop," and in the operation of its railroad shall stop all of its cars at the sign posts before attempting to cross the track of the Central Vermont Railway Company, and the conductor of each electric car, after the car has stopped, as herein required, shall go upon the railroad track and shall ascertain whether any railroad train can be seen or heard approaching the crossing, and if not, and before ordering the electric railway car to proceed, shall set the semaphore at "danger," and as soon as the car has crossed the railroad, shall change the signals to safety; the semaphore signals shall be kept at safety except when an electric railway car is crossing.

VI. The right of the St. Albans Street Railway to construct and maintain its electric railway across the tracks of the Central Vermont Railway Company at this point at grade shall cease at the expiration of five years from the date of this order, unless further consent of the Board of Railroad Commissioners, or other lawful authority therefor, shall have been first duly obtained by the St. Albans Street Railway Company.

VII. The foregoing conditions, limitations, regulations and restrictions may be from time to time, so changed and modified in accordance with the provisions of Chapter 170 of the Vermont Statutes, or such other safe-guards may be required as, having primary regard to the public safety and convenience, the Board may deem to be reasonable and necessary.

The petitioner may also cross at grade the spur-track of the Central Vermont Railway Company leading to the Barney Marble Quarry in town of Swanton, on the conditions following :

I. The St. Albans Street Railway Company shall widen the highway in the vicinity of this crossing and so place its track as to leave a space ten feet wide between its track and the spur track for sixty feet next to the quarry, upon which sixty feet of the spur the Central Vermont Railway Company can set its cars unmolested by the Street Railway track. The St. Albans Street Railway Company shall be to the entire expense of putting in and maintaining the crossing and shall furnish the money for putting the same in, before it can require the Central Vermont Railway Company to insert the same.

II. The St. Albans Street Railway Company shall hold its cars under control in approaching this crossing and carefully observe to see if an engine is upon the spur. If an engine is upon the spur the motorman shall cause the car to come to a full stop at least thirty feet away from the crossing, shall signal or communicate with the engineer in control of the engine, and shall not attempt to cross the track until consent therefore is given by the engineer.

III. Upon compliance with the foregoing by the St. Albans Street Railway Company, the Central Vermont Railway Company shall insert frogs for a proper crossing of its spur-track.

March 8th, 1901.

JONATHAN ROSS,
LAVANT M. READ,
HENRY S. BINGHAM,

Board of Railroad Commissioners.

No. 10.

IN RE PETITION OF ST. ALBANS STREET RAILWAY COMPANY
FOR PERMISSION TO CROSS THE TRACK OF THE ST. JOHNSBURY
& LAKE CHAMPLAIN RAILROAD AT GRADE IN THE VILLAGE OF
SWANTON.

Appearances: A. A. Hall, F. C. Smith, for petitioner. H. E.
Folsom, John Young, for St. J. & L. C. R. R.

Docket entries:

Jan. 3d, 1901, Petition filed. Jan. 3d, 1901, Copy of petition
ref'd. to St. J. & L. C. R. R. Jan. 10th, 1901, Notice of hearing
issued. Jan. 18th, 1901, Hearing at Swanton. Order issued.

PETITION.

*To Hon. Jonathan Ross, Hon. Lavant M. Read and Hon. H.
S. Bingham, Railroad Commissioners of the State of Ver-
mont:*

Your petitioner, The St. Albans Street Railway Company, respectfully represents that it is a corporation organized and existing under and by virtue of the laws of the State of Vermont with its principal place of business in the City of St. Albans.

That under the rights and powers conveyed by its charter and the several amendments thereto it proposes to construct an electric street railway between the city of St. Albans and the village of Swanton.

And your petitioner further represents that in the construction and operation of said electric railway along the proposed route it is necessary to cross the steam railway track of the St. Johnsbury & Lake Champlain Railroad Company at a point on Grand Avenue, in the village of Swanton, near the premises owned and occupied by F. B. Cross, where the track of said St. Johnsbury & Lake Champlain Railroad Company crosses said Grand Avenue.

And your petitioner further represents that while existing conditions continue the public convenience reasonably requires and public safety will reasonably permit, with proper safeguards and regulations, the construction and maintenance of said crossing at grade.

And your petitioner therefore prays that your Honorable Board will set an early date for a hearing upon this petition and that your petitioner may be granted the right to construct and maintain its electric railway across the track of said St. Johns-

bury & Lake Champlain Railroad Company at grade under reasonable safeguards and regulations and at the point named in this petition.

Dated at St. Albans, in the State of Vermont, this 1st day of January A. D., 1901.

H. F. LINCOLN,

Engineer of the St. Albans Street Railway Company.

ALFRED A. HALL,

F. C. SMITH,

Attorneys of the St. Albans Street Railway Company.

ORDER.

IN RE APPLICATION OF THE ST. ALBANS STREET RAILWAY CO. FOR PERMISSION TO CONSTRUCT ITS TRACKS AT GRADE ACROSS THE ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD.

The petitioner asks for permission to construct its tracks at grade across the tracks of the St. Johnsbury & Lake Champlain Railroad at a point on Grand Avenue, in the village of Swanton, near the premises owned by F. B. Cross, where the tracks of the St. Johnsbury & Lake Champlain Railroad cross Grand Avenue.

From the examination of the premises and the facts shown, the Commissioners find that public safety will permit the construction and maintenance, with proper safeguards and regulations, of the track of the electric railway over the St. Johnsbury & Lake Champlain Railroad at grade at the point named in the application.

Permission is therefore granted to the St. Albans Street Railway Company to cross at grade the tracks of the St. Johnsbury & Lake Champlain Railroad Company at a point in the village of Swanton where the said tracks cross Grand Avenue, and near the premises owned and occupied by F. B. Cross, upon compliance by the St. Albans Street Railway Company with the following conditions, regulations, and restrictions which are imposed pursuant to the provisions of Section 3939 of the Vermont Statutes, to wit:

I. But one electric railway track shall be constructed across said steam railroad at grade at this crossing.

II. The St. Albans Street Railway Company shall furnish, at its own expense, crossing frogs for said crossing, and said crossing frogs shall be made of steel rails of like section, pattern

and weight of rails used by the St. Johnsbury & Lake Champlain Railroad at said crossing, and to be in every respect standard thereto and to the acceptance of the road-master of the St. Johnsbury & Lake Champlain Railroad.

III. The crossing frogs shall, under the supervision of the road-master of the St. Johnsbury & Lake Champlain Railroad, be laid by the St. Albans Street Railway Company, and after the frogs are once set in place the work of maintaining the same, including the keeping of the frogs properly blocked with guards and free from snow and ice, shall be performed by the St. Johnsbury & Lake Champlain Railroad Company entirely at the expense of the St. Albans Street Railway Company.

IV. If the St. Albans Street Railway Company fails to furnish materials for renewals and maintenance, after being called upon by the St. Johnsbury & Lake Champlain Railroad Company to do so, the St. Johnsbury & Lake Champlain Railroad Company shall have the right to furnish the same at the expense of the St. Albans Street Railway Company.

V. The St. Albans Street Railway Company, in addition to the other protections and safe-guards, now or hereafter required by law or rule, shall construct and maintain at its own expense, a semaphore signal, approved by the Board, on each side of the crossing and in such a position that it can be seen by the engineers of an approaching train. The semaphore signal on the east side of the crossing shall be placed at a point on the line of the St. Johnsbury & Lake Champlain Railroad fifteen hundred feet from the crossing, and the semaphore signal on the west side of the crossing shall be placed at a point on the line of the St. Johnsbury & Lake Champlain Railroad ten hundred feet from the crossing. The St. Albans Street Railway Company shall also erect a sign-post on either side of the crossing, and at a distance of fifty feet therefrom, upon which shall be painted in large and distinct letters the word "stop," and in the operation of its railroad shall stop all of its cars at the sign-posts before attempting to cross the track of the St. Johnsbury & Lake Champlain Railroad, and the conductor of each electric car, after the car has stopped, as herein required, shall go upon the railroad track and shall ascertain whether any railroad train can be seen or heard approaching the crossing, and if not, and before ordering the electric railway car to proceed, shall set the semaphore signals at danger, and as soon as the car has crossed the railroad shall

change the signals to safety; the semaphore signals shall be kept at safety except when an electric railway car is crossing.

VI. The right of the St. Albans Street Railway Company to construct and maintain its electric railway across the tracks of the St. Johnsbury & Lake Champlain Railroad at this point at grade shall cease at the expiration of five years from the date of this order, unless further consent of the Board of Railroad Commissioners, or other lawful authority therefor shall have been first duly obtained by the St. Albans Street Railway Company.

VII. The foregoing conditions, limitations, regulations, and restrictions may be, from time to time, so changed and modified in accordance with the provisions of chapter 170 of the Vermont Statutes, or such other safe-guards may be required as, having primary regard to the public safety and convenience, the Board may deem to be reasonable and necessary.

JONATHAN ROSS,
LAVANT M. READ,
HENRY S. BINGHAM,

Board of Railroad Commissioners.

No. 11.

IN RE PETITION OF THE RUTLAND-CANADIAN RAILROAD COMPANY AND THE CENTRAL VERMONT RAILWAY COMPANY FOR PERMISSION TO CONSTRUCT GRADE CROSSINGS IN THE TOWN OF ALBURGH.

Appearances: C. W. Witters, C. E. Soule for C. V. Ry. Co., J. A. Merrill for R. C. Co., H. R. Darby, of Board of Selectmen of Alburgh.

Docket Entries:

Jan. 17th, 1901, petition filed. Jan. 24th, 1901, copy of petition sent to selectmen of Alburgh. Jan. 29th, 1901, answer of selectmen received. Feb. 11th, 1901, notice of hearing given. Feb. 20th, 1901, hearing at Alburgh. Order issued.

PETITION.

To the Board of Railroad Commissioners:—

Your petitioners, the Rutland-Canadian Railroad Company, a corporation created by and existing under the laws of the State of Vermont, and having its principal office at Rutland, Rutland county, Vermont, and the Central Vermont Railway Company, a corporation created by and existing under the laws of the State

of Vermont, and having its principal office at St. Albans, Franklin county, Vermont, respectfully represent:—

First:—That the Rutland-Canadian Railroad Company owns a railroad, a portion of which extends northerly from the Point of Tongue, in the town of Alburgh, in the county of Grand Isle, State of Vermont, to Alburgh station, in said Alburgh, and from thence in two branches, one of which extends westerly to the State line opposite the village of Rouses Point, New York, and the other extends northerly to the Canadian boundary, in said town of Alburgh, to a junction with the Rutland & Noyan Railway. That said two branches are connected at said Alburgh station by a track forming a “Y,” the easterly and southerly sides of which are formed by said two branch lines and the north-westerly side by said connecting track.

Second:—That the Central Vermont Railway Company owns a railroad, a portion of which extends from East Alburgh, in said town of Alburgh, westerly by Alburgh station to the Vermont line opposite said Rouses Point.

Third:—That it is necessary for the branch of the Rutland-Canadian Railroad extending northerly to the Canadian boundary to cross at grade said railroad of the Central Vermont Railway Company, by switching in and out of said line opposite Alburgh station.

Fourth:—That it is necessary for said northwesterly leg of said “Y,” to cross said railroad of the Central Vermont Railway Company by switching in and switching out at a point a short distance west of said Alburgh station.

Fifth:—That the railroad bridge across Lake Champlain, by which the roads of the petitioners reach New York State, is owned in common by said two companies; that the tracks of said two companies across said bridge are gauntleted and that for the purpose of so using said bridge, by means of said gauntleted tracks, it is necessary for the branch of the Rutland-Canadian Railroad, extending to the New York line, and said Central Vermont Railroad to be brought together at grade, near the easterly end of said bridge and for the two inside rails of the respective railroads to cross at grade by means of a frog.

Wherefore your petitioners pray that the permission of your Honorable Board for said grade crossings may be granted; that a time and place of hearing in this petition be fixed and proper

notices for the same be issued and for such other and general relief as to said Board may seem meet.

RUTLAND-CANADIAN RAILROAD COMPANY,
By Frederick H. Button, Attorney.
CENTRAL VERMONT RAILWAY COMPANY,
By Chas. M. Wilds, Attorney.

ORDER.

In Board of Railroad Commissioners.

IN RE APPLICATION OF RUTLAND-CANADIAN RAILROAD CO.,
AND CENTRAL VERMONT RAILWAY CO., FOR PERMISSION TO CROSS
TRACKS AT GRADE IN THE TOWN OF ALBURGH.

Application having been made to this Board by the Rutland-Canadian Railroad Company and the Central Vermont Railway Company, under Section 3939 of the Vermont Statutes, for permission to construct certain railroad grade crossings in the town of Alburgh, a public hearing was had at Alburgh on February 20th, 1901.

The petitioners appeared by their attorneys and the town of Alburgh was represented by one of the Board of Selectmen.

A written agreement, signed by the petitioners, dated May 2, 1900, and providing for the crossings at grade with certain safeguards, was submitted to the Board and a copy is on file in this office.

No objection being presented and it appearing on inspection that the public safety will be secured in the operation of the crossings by the precautions which must be taken under the agreement above referred to, it is

Ordered, That permission be, and is hereby given to the petitioners to cross at grade at the points named in the petition and which are shown on a plan of the crossings on file in the office of this Board.

It is further ordered that the grade crossings be made subject to the conditions and regulations provided in the agreement between the petitioners, a copy of which is on file, and that the safety precautions be under the control and inspection of this Board and be subject to such change and modification, from time to time, as the laws of this State and public safety may demand.

JONATHAN ROSS,
LEVANT M. READ,
HENRY S. BINGHAM,
Board of Railroad Commissioners.

February 20th, 1901.

No. 12.

IN RE PETITION OF ST. ALBANS STREET RAILWAY COMPANY.

Application for permission to cross track of the Central Vermont Railway near Swanton Junction.

Appearances : H. F. Lincoln, for petitioner, C. W. Witters, for C. V. Ry.

Docket entries:

Jan. 22d, 1901, petition filed. Jan. 23d, 1901, copy of petition sent to C. V. Ry. Co. Jan. 23d, 1901, notice of hearing given. Feb. 11th, 1901, hearing at Swanton Junction. March 8th, 1901, order issued.

See case No. 9 for order.

No. 13.

IN RE PETITION OF RUTLAND-CANADIAN RAILROAD COMPANY
FOR APPROVAL OF HIGHWAY CROSSING SIGNS.*Docket entries:*

Feb. 7th, 1901, petition filed. Feb. 19th, 1901, order issued.

PETITION.

To the Railroad Commissioners:

Your petitioner, the Rutland-Canadian Railroad Company, a corporation duly organized under the laws of the State of Vermont and having its principal office at the City of Rutland, in the County of Rutland and State of Vermont, respectfully represents:

First:—That it has constructed its railroad extending from a junction with the Rutland Railroad in the city of Burlington, in the county of Chittenden, northerly through said county of Chittenden and the county of Grand Isle to Alburgh station in the town of Alburgh, in said county of Grand Isle and thence in two branches, one to the New York boundary opposite the village of Rouses Point and the other to the Canadian boundary to a junction with the Rutland and Noyan Railway.

Second:—That its railroad crosses a number of highways at grade in the various cities and towns along the line of its route; that all of said highway grade crossings have been approved by your Honorable Board.

Third:—Your petitioner further shows that it has erected at all of said highway grade crossings warning boards plainly

lettered upon both sides with the words: "Railroad Crossing—Look out for the Engine!" Said warning boards are of the construction shown in the blue print hereto attached, marked "Exhibit A," and of this petition made a part.

Wherefore, your petitioner prays that said warning boards may be approved by your Honorable Board as provided by the Vermont Statutes.

Dated this first day of January, 1901.

RUTLAND-CANADIAN RAILROAD COMPANY,

By Frederick H. Button, Attorney.

ORDER.

In the matter of the application of the Rutland-Canadian Railroad Company for the approval of warning boards at highway grade crossings.

Application having been made to the Board of Railroad Commissioners by the Rutland-Canadian Railroad Company for the approval of the design of warning boards for use at highway grade crossings, and it appearing from the petition, and the plan attached thereto, that boards so constructed will furnish a conspicuous notice and warning to travellers approaching the railroad crossings, it is

Ordered, That the design for warning boards described in the petition and annexed plan, be, and the same is hereby approved in accordance with Section 3848 of the Vermont Statutes.

Dated at St. Albans, Vt., February 19th, 1901.

JONATHAN ROSS,

LAVANT M. READ,

HENRY S. BINGHAM,

Board of Railroad Commissioners.

No. 14.

CITIZENS OF POWNAL,

VS.

BOSTON & MAINE RAILROAD.

This petition was received in January, 1901. The subject matter of the petition related to train service at Pownal. The case was taken up by Commissioner Bingham and the service desired was furnished by the company without hearing or order.

No. 15.

IN RE PETITION OF BOSTON & MAINE R. R. AND VERMONT
VALLEY RAILROAD OF 1871.

HIGHWAY GRADE CROSSINGS IN TOWN OF WESTMINSTER.

Appearances : H. E. Folsom, John Young, J. H. Williams,
for petitioners. F. A. Bolles, Z. H. Albee, for Town of West-
minster. F. M. Gilbert, W. R. Farr, pro se., F. Arnold, F. H.
Atwood, for Westminster Land Company.

Docket entries:

April 29th, 1901, petition filed. April 29th, 1901, copy of
petition sent to selectmen of town of Westminster. May 8th,
1901, notice of hearing given. May 22d, 1901, hearing at Bel-
lows Falls and Westminster. June 4th, 1901, order issued. May
20th, 1902, alterations and construction work inspected. June
25th, 1902, order of approval issued.

PETITION.

*To Honorable Jonathan Ross, Honorable L. M. Read and
Honorable H. S. Bingham, Railroad Commissioners of
the State of Vermont.*

The Boston & Maine Railroad and the Vermont Valley Rail-
road Company of 1871 respectfully shows and represents that
there are two highway crossings, at grade, across its tracks in the
town of Westminster, in the county of Windham, which are
highly dangerous and which ought, in the interests of public
safety, to be abolished.

One of said crossings is located south of and near the railroad
station in said town of Westminster called "Westminster Sta-
tion," and is a main travelled highway leading east and west and
is a very largely travelled highway.

The other crossing is located a short distance north of the
aforesaid crossing and leads from the main road leading north
and south through the town of Westminster and just west of the
road of your petitioner, to the saw mill of O. J. Butterfield, lo-
cated east of your petitioner's tracks in said town of Westmin-
ster. Said crossing is a regularly laid out highway, but accom-
modates only said saw-mill or factory and the travel to and from
the same. Said crossing passes through the railroad yard of
your petitioner at said Westminster and is an especially danger-
ous crossing.

Your petitioner further represents that it is about to double track its road from Bellows Falls south to and beyond Westminster, and to and beyond both of the aforesaid highway crossings, during the coming summer. That said grade crossings should be abolished and an underground crossing established substantially where the first crossing herein above described, is located, viz.:—the crossing just south of and near said Westminster Station, and a highway should be laid from a point in said highway leading east and west just east of said under-pass, extending northerly from said highway to the mill aforesaid of said O. J. Butterfield, which highway would be just east of your petitioner's tracks.

That there is a large amount of business done on that part of your petitioner's road over which the aforesaid grade crossings pass, and that trains are very frequently passing upon said tracks over and past said crossings. Over the second of said crossings, viz., the one leading to said Butterfield's mill, cars are being shunted and trains being made up and the usual work of a railroad yard is being done over and across said crossing frequently during each day. That the danger of collision between persons and vehicles passing over said crossings, and the cars and engines of your petitioner moving upon said tracks is very great. That the safety of the traveling public on said highways and upon the railroad of your petitioner requires that an under-pass be substituted for said two grade crossings.

That said grade crossings can be abolished and an under-pass constructed in lieu thereof, at very much less expense at the time the work of double tracking said road is in progress than at any future time. That the traffic upon the railroad over said crossings will be very much increased when said railroad has been double tracked, and the danger of collisions on said crossings will be thereby very greatly enhanced.

Wherefore, your petitioner prays that you will take this matter into consideration and fix a time and place for hearing the parties interested, and will abolish said grade crossings and establish an under-pass and a highway in such manner as appears to your Honorable Body most conducive to the public welfare and safety, and that you will so apportion the expense of such changes as you may order, between the town of Westminster and your petitioner as to you shall seem just.

BOSTON & MAINE RAILROAD.

VERMONT VALLEY RAILROAD COMPANY OF 1871.

By its Attorneys, Young & Young.

ORDER.

IN RE PETITION OF THE BOSTON & MAINE RAILROAD CO.

The Boston & Maine Railroad Company having filed a petition for the abolishment of two highway grade crossings at Westminster station, on due notice to all parties the Board met at Bellows Falls on May 22d, 1901.

Permission was given and the Vermont Valley Railroad Company of 1871 was made a party petitioner and appeared by its President.

The Commissioners visited the crossings in question and heard the testimony of the parties.

The highway grade crossings are over the tracks of the Vermont Valley Railroad Company of 1871 which road is now operated by the Boston & Maine Railroad Company.

The first crossing is at a point a little north of the Westminster Station and is on a short highway leading to the saw-mill of O. J. Butterfield, and to a canning factory, both on the east side of the tracks. The highway is not used for access to any other property and both these places could be reached by a highway from the other side of the tracks. The crossing is over two tracks and the view of trains approaching, from the north is obstructed by a sharp curve, and from the south, by the mill.

The second crossing is just south of the station, on the highway leading east to the Connecticut river and to Walpole, N. H. Travellers from the west have a comparatively clear view but from the east the grade is sharp and the embankment hides the trains.

The evidence shows that the railroad company is now constructing a second or double track on this part of its lines; that when this is completed trains will pass the crossings on both tracks and often at a high rate of speed; that there are now twenty-two trains a day over the crossings and of these only seven are scheduled to stop at this station; the others passing at a rate of speed of from thirty-five to forty miles an hour; that the lower crossing is one much used by travelers.

An inspection of the premises and an examination of the maps and plans shows that the lower crossing is well located for the construction of an under-pass; that by such a pass the sharp grade on the east would be avoided; that the necessary grade on the west can be obtained by the excavation of approaches which will be at a grade of not more than six feet in the hundred and

which the great width of the highway running north and south renders possible.

The evidence of the railroad engineer tends to show that the banks of the approaches can be so sloped and graded as to require no supports.

The construction of an under-pass was opposed on the part of the town of Westminster and also by some of the owners of the land adjoining the crossings. But the evidence presented by the former was of such a character as to show that the objection arises principally on account of the expenses of the construction. The evidence of the land owners related to the effect upon the drainage of the highway, and fields, and the destruction of the present broad and open highway leading past the depot.

On consideration the Commission finds that the crossings are dangerous and will be more so when the double track is constructed and trains approach from each direction at a high rate of speed; that a due regard for public safety requires that the highway be so altered as to avoid this danger; that an under-pass at the point of the south crossing can be constructed at a reasonable expense and with no damage to the adjoining land.

The Commission finds that an under-pass is feasible and desirable; that the premises now reached by the north crossing can be as well accommodated by the construction of a short highway from the Walpole road.

It is therefore hereby ordered that the highway at the grade crossing next south of the station at Westminster be so changed as to pass under the tracks of the Vermont Valley Railroad Company of 1871; that at this point an under-pass be constructed which shall be not less than twenty feet (20) wide in the clear, and with an unobstructed depth below the girders of not less than eleven feet in the clear; that the abutments and side walls be constructed of masonry and in a substantial and permanent manner; that the approaches to the pass shall be so constructed as to furnish a highway of at least twenty-four feet in width, that the approach from the west shall be at a grade of not more than six feet to the hundred; that the approach from the east shall be at grade or as near so as possible; that the highway and approaches shall be constructed in a substantial manner and drains so placed as to prevent any accumulation of water in the main highway from passing through the cut; that the banks and sides to the approaches shall be protected by proper fences and guards and so constructed as to require no supports except at or near

the railroad embankment; that in the construction of the approach from the west the main highway running north and south shall not be changed so as to be less than thirty feet wide at any point opposite the underpass and approaches; that the pass and approaches be constructed substantially according to two blueprint plans presented by Mr. D. Williams, Engineer of the Boston & Maine Railroad, which plans are annexed to and made a part of this order.

It is also ordered that the town of Westminster abolish the highway which crosses the tracks of the Vermont Valley Railroad Company of 1871 at a point just north of the Westminster station and that in lieu thereof shall lay out and construct a suitable highway as follows:

Beginning at a point on the southerly line of the land and premises owned and used by O. J. Butterfield as a saw-mill, thence southerly on the east side of the property now used as a canning factory and the land of the Westminster Land Company to a point on the highway which leads to the Connecticut river; that the highway be at all points east of the tracks of the Vermont Valley Railroad Company of 1871, and so laid as to furnish convenient access to the property of the Westminster Land Company and O. J. Butterfield. That the same be constructed to the approval of this Board on or before December 1, 1901.

It is hereby ordered that the expense of the construction of the under-pass, together with the approaches to the same and all land damage resulting therefrom and the expense of the construction of the highway hereinbefore ordered, with the land damage therefrom, be borne and paid as follows:

Eighty per cent thereof by the Vermont Valley Railroad Company of 1871 and twenty per cent thereof by the Town of Westminster, but the sum to be paid by the Town of Westminster shall not exceed the sum of fifteen hundred dollars.

It is ordered that the work of constructing the under-pass be done by the Vermont Valley Railroad Company of 1871 or by the Boston & Maine Railroad Company, its agent. That the same be completed to the approval of this Board on or before December 1, 1901.

It is ordered that the Vermont Valley Railroad Company of 1871, or its agents, shall forever maintain the abutments and walls of the under-pass and the highway therein.

Either party may appeal to this Board for modification or explanation of this order.

Commissioner Reed, having formerly acted as an attorney for the Town of Westminster and being a taxpayer therein, did not act.

Montpelier, Vt., June 4th, 1901.

JONATHAN ROSS,

HENRY S. BINGHAM,

Board of Railroad Commissioners.

ORDER OF APPROVAL.

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

In the matter of the petition of the Boston & Maine Railroad and the Vermont Valley Railroad Company of 1871 for the alteration of two highways in the town of Westminster, Vt.

This cause was heard by the Board at Westminster, Vt., on May 22, 1901, and thereupon on June 4, 1901, it was ordered that the highway at the grade crossing next south of the depot at Westminster be so changed as to pass under the tracks of the Vermont Valley Railroad; and it was also ordered that the town of Westminster abolish the highway which crosses the tracks of said railroad at a point just north of said depot, and construct in its place a suitable highway from a point on the southerly line of the land of O. J. Butterfield to a point on the highway which leads to the Connecticut river, as by the order of this Board will more fully and at large appear.

And said premises having been duly inspected by the Board on the 20th day of May A. D., 1902, and it appearing that the highway at the crossing south of the depot has been so altered that it now passes under the tracks of the Vermont Valley R. R., and that the under-pass has been constructed in accordance with the order of the Board, and the same is hereby approved.

And it appearing on inspection that the Town of Westminster has constructed a highway to the land of O. J. Butterfield in accordance with the order of this Board, it is ordered that the same be and is hereby substituted in place of the highway which crosses the tracks at a point next north of the Westminster depot and said grade crossing is hereby abolished.

Dated at Montpelier in the County of Washington and State of Vermont this 25th day of June A. D., 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 16.

IN RE PETITION OF MARTIN W. WHEELOCK ET AL.

GRADE CROSSING AT GRANITE ST. IN THE CITY OF MONTPELIER

Appearances : F. L. Laird, T. R. Gordon, for petitioners. J. P. Lamson, for M. & W. R. R. R. C. W. Witters, for C. V. Ry. G. W. Wing, for C. H. More. F. P. Carleton, for City of Montpelier.

Docket entries:

April 30th, 1901, petition filed. May 8th, 1901, notice of hearing given. May 15th, 1901, answer of M. & W. R. R. R. filed. May 16th, 1901, hearing at Montpelier. Continued by agreement to July 25th, 1901. Settlement agreed upon. June 21st, 1902, the subject matter having been settled, the petition was withdrawn.

PETITION.

To the Hon. Jonathan Ross, Lavant M. Read and Henry S. Bingham, Railroad Commissioners for the State of Vermont:

We, the undersigned, inhabitants, citizens and taxpayers of the City of Montpelier, in the County of Washington and State of Vermont, respectfully represent and show to Your Honorable Board that in the City of Montpelier, in said county, there is a duly laid out and established highway extending from Barre street, so-called, across the tracks of the Central Vermont Railway and the tracks of the Montpelier & Wells River Railroad; that said highway crosses at grade one track of said Montpelier & Wells River Railroad, which leads into the stone sheds of Chas. H. More & Co.; that this last mentioned track is over three feet lower than the natural grade of said highway, which is known and called Granite street; that said highway which is known and called Granite street, is now unsafe and dangerous for public travel by reason of said low grade of said railroad which leads into the stone sheds of Chas. H. More & Co.; that said track which leads into the stone sheds of Chas. H. More & Co. is a railroad and is a part of the railroad system of the Montpelier & Wells River Railroad; that the land on the southerly side of said highway and between said highway and the stone sheds of Chas. H. More & Co. is owned by Chas. H. More, doing business under the firm and style of Chas. H. More & Co.; that the land on the

northerly side of said highway and adjoining same is owned by the City of Montpelier.

Now, therefore, your petitioners pray that Your Honorable Board, on due notice to the City of Montpelier, Chas. H. More & Co. and the Montpelier & Wells River Railroad, at a hearing to be held at an early date, order such alterations and changes to be made in said highway as you deem best, and that such alterations and changes be of such a nature as to make said highway convenient and safe for public travel. That your petitioners be granted such other and further relief as, in your power, you are able to grant, as provided under section 3842 of the Vermont Statutes.

MARTIN W. WHELOCK AND FIVE OTHERS.

ANSWER OF THE MONTPELIER & WELLS RIVER RAILROAD.

Answering says:

I. There has been a satisfactory arrangement between the City of Montpelier and the Montpelier & Wells River Railroad regarding the grade crossing of the highway, called Granite street, where said street crosses the spur track of the Montpelier & Wells River Railroad leading into the stone sheds of Chas. H. More & Co., and said arrangement will be carried out by both the City of Montpelier and the Montpelier & Wells River Railroad and the said crossing fixed in accordance with the arrangement, and no unnecessary delay is being made by the City or by the Railroad, and is the same crossing referred to in the petition.

II. The petitioners, Martin W. Wheelock and Fred L. Laird, are members of the city council of Montpelier, and by reason of the agreement between the City and the Railroad, as set out above in this answer relating to the crossing at Granite street, have brought their petition not in good faith, but out of a spite, well knowing of the very satisfactory arrangement between the City and the Railroad, and under the section of the statute 3842 referred to in their petition, have no standing in law.

III. The Montpelier & Wells River Railroad, in compliance with Sections 3838 and 3839, made its application under said sections to the former Board of Railroad Commissioners for the purpose of having it arrange the crossing of Granite street over the railroad track of the Montpelier & Wells River Railroad.

Now the petitioners, Wheelock and Laird, were unwilling to have the Board act upon the application of the Montpelier & Wells River Railroad to arrange and agree upon the said crossing as contemplated by sections 3838 and 3839, and the said Wheelock and Laird were instrumental in having the petition dismissed, and the present Board of Railroad Commissioners have no jurisdiction to now act upon the present petition under the statute, and especially under the section referred to in the petition, section 3842.

IV. And the Montpelier & Wells River Railroad distinctly says, for further answer, that the said Wheelock and Laird are not acting in good faith in bringing their petition for the purposes set out in the petition at this time, and deny the allegations set out in the petition as set out.

And the Montpelier & Wells River Railroad ask that the petition may be dismissed.

MONTPELIER & WELLS RIVER RAILROAD,

By W. A. Stowell, General Manager.

The hearing on this petition was continued pending a settlement of the matters in dispute. The tracks of the Montpelier & Wells River R. R. have been raised by an agreement with the City of Montpelier and the highway graded. The changes in the highway being satisfactory to the petitioners, the petition was withdrawn.

No. 17.

IN RE PETITION OF RUTLAND RAILROAD.

HIGHWAY GRADE CROSSING IN THE CITY OF RUTLAND.

Appearances: H. G. Smith, V.-Pres., W. H. Button, for Rutland R. R. J. B. Hollister, Mayor, and F. H. Butler for City of Rutland. G. O. Kelton, *pro se*.

Docket entries:

July 8th, 1901, petition filed. July 11th, 1901, notice of hearing given. July 18th, 1901, hearing at Rutland. Order issued.

PETITION.

To the Honorable Railroad Commissioners of the State of Vermont.

Your petitioner, the Rutland Railroad Company, respectfully represents that it owns and operates a railroad running through the City of Rutland, in the County of Rutland and State of Vermont, and that said railroad was laid out and constructed long prior to the time of the laying out of the highway hereinafter referred to;

That heretofore, the Street Commissioners of the said City of Rutland made a report, a copy of which is hereto attached, and made a portion of this petition, said report bearing date January 12th, 1901, and purporting to lay out a highway beginning at the east end of Chaplin avenue, in said City of Rutland and running easterly about thirty-five (35) rods to a point north of and opposite the dwelling house of one Guy O. Kelton, in said city, according to the survey and plan attached to said report, and in said report, fixed the 15th day of July, 1901, as the expiration of the time for beginning work on said highway;

That said report was returned and filed in the office of the City Clerk in and for said City of Rutland at some time unknown to your petitioner;

That said highway, as laid out by said report and record, crosses the railroad and right of way of your petitioner at grade, which would be much to the damage of your petitioner and detriment of the public, when constructed

Wherefore your petitioner prays that your Honorable Commission, upon notice and hearing, will determine whether or not said crossing ought to be at grade, and will order that the said crossing be constructed over or under said railroad, and will make such further order in the premises as may be proper upon notice and hearing, according to the Statute in such case made and provided.

Dated at Rutland, this 5th day of July, 1901.

Respectfully,

RUTLAND RAILROAD COMPANY,
By Percival W. Clement, President.

CHAPLIN STREET EXTENSION.

To the Board of Aldermen of the City of Rutland:

The undersigned freeholders owning property on or near Chaplin avenue respectfully petition your Honorable Board to lay out and grade a street beginning at the east end of Chaplin avenue and running easterly about 35 rods to a point north of and opposite to the dwelling house of Guy O. Kelton, being a continuation of Chaplin avenue agreeable to survey and plan hereto attached.

H. O. EDSON,
GEORGE W. CHAPLIN,
MRS. JESSIE L. PERCIVAL,
MRS. ADA L. NOBLE,
F. G. SMITH,
W. B. DEAN,
E. W. SHAW,
GUY O. KELTON.

The foregoing petition of freeholders and taxpayers of the City of Rutland having been presented to us, the Street Commissioners of the City of Rutland, we appointed the hour of one o'clock in the afternoon of the 12th day of January, A. D. 1901, as the time when we would examine the premises, and also appointed the City Council Chamber as the place where we would hear all parties interested at the hour of two o'clock in the afternoon of the 12th day of January, A. D. 1901, and consider all claims for damages. And we gave due notice thereof to the said petitioners and to all persons owning or interested in lands through which said street would pass, all as the law requires. And having examined the premises, and heard all the parties interested, we do adjudge that the public good and the necessities and conveniences of public individuals requires that the highway described in the petition be laid out and opened for public travel. And we do accordingly lay out and establish said highway, and have caused the same to be surveyed as follows :

CHAPLIN STREET EXTENSION AS LAID OUT IN 1901.

Beginning at the Eastern terminus of the Center line of Chaplin street, as heretofore laid, which point is 48.64 feet northeasterly from the corner of the weatherboard at the northeast corner of No. 14 Chaplin street and 39.93 feet southerly from the corner

of the weather board at the southwest corner of No. 13 Chaplin street, and 60.74 feet southeasterly from the corner of the weather board at the southwest corner of No. 11 Chaplin street, thence the line continues southeasterly in the same direction of the centre line of the said Chaplin street as heretofore laid, a distance of 500 feet crossing lands of George W. Chaplin, the Rutland Railroad Company and Guy O. Kelton. Said line, if produced easterly would pass 111.4 feet and 108.3 feet northerly from the weather boards at the northwest and northeast corners respectively of the house of Guy O. Kelton, measured in line with the sides of said house.

The above described line to be the center line of said extension which is laid out three rods wide. A plan drawn by Chappell & Smith in December, 1896, showing lines and grades of said layout is herewith submitted and made a part of this report. The portion "A" of the plan being the extension as located.

GRADE OF THE CENTER LINE OF CHAPLIN STREET AS LOCATED
IN 1901.

Beginning at the elevation of 569.215 feet above mean sea level at the eastern extremity of Chaplin street as heretofore laid, thence the grade ascends at the rate of 1.6 per cent. for a distance of 153 feet to elevation 571.663, thence in a vertical parabolic curve 50 feet to elevation 573.738, thence the grade ascends at the rate of 6.7 per cent. for 115.5 feet to elevation 581.478, thence in a vertical parabolic 30 feet to elevation 582.483 at the west rail of the Rutland Railroad track, thence the grade is level for 5.5 feet to the east rail of said track, thence in a vertical parabolic curve 30 feet to elevation 581.478, thence the grade descends at the rate of 6.7 per cent. 56 feet to elevation 577.726, thence in a vertical parabolic curve 50 feet to elevation 576.051 at the easterly end of said street.

And it further appearing to us that the persons interested in the land described in said survey of said highway will be benefited by the laying out of the same, we award no land damages to any of them; and we further certify that all persons interested in said lands have waived all land damages we fix the time of opening said highway and for removing buildings or other obstructions therefrom as the 15th day of July A. D., 1901.

Dated at the City of Rutland, Vermont, this 12th day of January A. D., 1901.

ARTHUR LYMAN,
A. L. PRATT,
Street Commissioners.

Received on record March 9, 1901, at three o'clock p. m.

I hereby certify that the foregoing is a true copy of the record of the laying out of Chaplin Avenue Extension, as shown by files on record in this office.

City of Rutland, Vt., July 5, 1901.

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L. S.  
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HARRY B. WHITTIER,
City Clerk.

IN RE PETITION OF RUTLAND RAILROAD CO.

ORDER.

The application in this cause was filed July 8th, 1901, and heard at Rutland, Vt., July 18th and August 5th, 1901.

The Commissioners find that by an order of the Street Commissioners of the City of Rutland, dated January 12th, 1901, a highway was laid out across the track of the Rutland Railroad Company at grade; that prior to the time fixed in said order for the opening of said highway, this application was made by the Rutland Railroad Company;

Whereupon, after hearing held on due notice, it is determined that the highway as laid easterly from Chaplin Street in the City of Rutland ought not to cross the track of the Rutland Railroad Company at grade.

The Commissioners recommend that said highway, when constructed, shall pass under the track of the Rutland Railroad Company.

Dated at Rutland, Vt., this 5th day of August, A.D. 1901.

LAVANT N. READ,
HENRY S. BINGHAM,
Board of Railroad Commissioners.

No. 18.

IN RE PETITION OF CITIZENS OF ROYALTON.

HIGHWAY GRADE CROSSING IN ROYALTON.

Appearances; Tarbell & Whitham for petitioners and Town of Royalton. C. W. Witters for C. V. Ry. Co., J. G. Harvey for P. S. McGuiness. Wm. Skinner, pro se., Edward Rix for se.

Docket entries:

July 22d, 1901, petition filed. Aug. 10, 1901, notice of hearing given. Aug. 20th., 1901, hearing at Royalton. Continued to Oct. 3d, 1901. Oct. 1st, 1901, hearing continued to Oct. 31st, 1901. Oct. 28th, 1901, hearing continued by agreement to Nov. 28th, 1901. Nov. 20th, 1901, petition withdrawn.

PETITION.

To the Hon. Board of Railroad Commissioners for the State of Vermont, come the undersigned residents of Royalton and Bethel and vicinity and persons interested and respectfully represent that the public safety requires an alteration of a highway crossed at grade by the Central Vermont Railway, to wit, the highway from Bethel to Royalton in Royalton in the County of Windsor, where said highway crosses the tracks of said Railway near the farm premises of Patrick S. McGuiness in Royalton, being the first crossing northerly of the village of Royalton Center, that the said crossing is dangerous as it is now located in that the high ledges upon the northerly side of said Railway extending to within a rod or two of said crossing, entirely shut off all view of said track and of any train thereon approaching from the south, to persons upon the highway travelling toward Royalton from the north and also by reason of the curves in the track at that point.

And your petitioners hereby request the said Board of Commissioners to set a time and place for hearing upon this petition, and to notify the said Central Vermont Railway Co. and the selectmen of said town of Royalton, and the said Patrick S. McGuiness, and William Skinner Executor of Wm. Rix Est., and
and all persons interested, of said time and place aforesaid, according to law, and then and there order such alteration in said highway crossing as shall be deemed best for the public safety.

Dated at Royalton in said county of Windsor this 20th day of July, A. D., 1901.

J. A. BUTTON,
And 154 Others.

The above cause, after part of the evidence had been presented, was continued from time to time under an agreement of the parties, pending a settlement. On Nov. 20th, 1901, the attorney for the petitioners appeared and stated that the Central Vermont Railway had made certain changes and improvements in the grade crossing in question which were satisfactory to the petitioners. The petition was therefore withdrawn.

No. 19.

IN RE PETITION OF BARRE & MONTPELIER POWER AND TRACTION CO.

Application for permission to cross at grade the tracks of the Barre R. R. in the city of Barre.

Appearances: R. A. Hoar, for petitioner. J. P. Lamson, for Barre R. R. C. W. Melcher, Mayor, and Wm. Wishart for City of Barre. W. W. Lapoint, for citizens.

Docket entries:

July 26th, 1901, petition filed. Aug. 12th, 1901, notice of hearing given. Aug. 22d. 1901, hearing at Barre. Petitioner has leave to amend petition. Hearing continued to date not fixed. April 19th, 1902, notice of hearing given. May 6th, 1902, hearing at Barre. May 20th, 1902, permission refused as per order. Notice given to parties.

PETITION.

BURLINGTON, VT., July 25, 1901.

To the Honorable Board of Railroad Commissioners:—

Gentlemen:—

The Barre and Montpelier Traction and Power Co., wish to cross the single track of the Wells River R. R. Co., or the Barre Railroad Co., in the city of Barre near the trotting park on Ayers street with a single track.

Yours very truly,

BARRE AND MONTPELIER TRACTION & POWER CO.

By John J. Flinn, Vice President.

REPORT AND OPINION.

The Barre and Montpelier Traction and Power Company asks permission to lay its track at grade across the track of the Barre R. R., at a point on Ayers street in the city of Barre. The petition is urged by citizens of Barre who desire the facilities for transportation which the extension of the street railway will furnish.

The Commission has considered the evidence and inspected the premises. The advantage of a street railway to the residents on Ayers street and to persons working in the stone sheds in that part of the city is recognized by the Commission. The increase in industries and population in that section demands more transportation facilities.

The Commission, however, is of the opinion that the safety of the traveling public is the primary consideration. The proposed crossing on Ayers street is at the foot of a long and heavy grade on the Barre R. R. Starting at Ayers street, the grade for a distance of 2,300 feet is from two and one-half to five feet to the hundred. From this point to the "switch-back," a distance of 4,100 feet, the grade is five feet to the hundred. The crossing is on a curve and trains approaching Ayers street from either direction can be seen but a short distance. The Barre R. R. is a freight road and transports granite from the quarries and finished work from the sheds. Trains from the quarries average about 450 tons of stone to the train load. By reason of the heavy grades engines of a special pattern are in use. Cars are equipped with full air service. The road does a large business, and one which will increase with the number of stone sheds located in that part of the city. There are a large number of train movements over this crossing.

Crossing at this point is opposed by the officers of the Barre R. R. on the ground that the crossing will be a very dangerous one. The evidence offered shows that, although the best train equipment is in use upon this road with its heavy grades, trains frequently gain such a momentum that it is not possible to stop until the foot of the steep grade is reached; that unavoidable accidents, combined with weather conditions, render the absolute control of trains uncertain; that with a crossing at Ayers street, at or near the foot of the grade, trains could not always be brought to a stop in order to allow the electric cars to pass and thus prevent collisions.

This being the case, a crossing at this point must impose upon the street railway the duty at all times of giving the right of way to the steam cars. It is a well known fact that from loss of power and from other causes street cars operated by electric power are often stalled on the streets. A car may at any time become stalled upon a railroad crossing. At other crossings an approaching train can be brought to a stop and the danger averted. The Barre R. R. contends that this would at times be impossible. This fact is not disputed by the petitioners.

It is urged in support of this petition that a street railway on Ayers street would be of great advantage in transporting people to the park. A car crowded with passengers stalled on Ayers street and a run-away train on the railroad would furnish all the necessary conditions for a terrible disaster.

In opposition to the crossing on Ayers street it is urged that that part of the city can be reached by other routes which would avoid a dangerous crossing. The Commission has no authority to locate the street railway or to consider any other crossing than that named in the petition. The fact, however, that there may be other routes which would avoid this crossing, and the present grade crossing on South Main street, is to be taken into consideration in the present case.

It is the opinion of the Commission that railroads should be permitted to cross each other at grade only at such places and under such restrictions as will fully protect the public.

A system of semaphores and switches which would furnish adequate protection to the electric cars at this point could not be installed and maintained without an expense which would be wholly out of proportion to the estimated increased receipts from this extension. The regulations and restrictions under which such a crossing should be permitted, if at all, would be of such a nature as to amount to an absolute prohibition of the right to run trains or cars except under such rules as would be a source of vexation to the public and a great burden and damage to both railroad companies.

The Board does not desire to deprive the citizens of Barre of the facilities for transportation or to hinder the street railway in any proper extension of its lines. The public travelling over these lines must first be considered and protected.

The Commission is not willing to take the responsibility of granting permission for a grade crossing at the point in the petition under the present circumstances.

The permission prayed for is refused, and the petition is dismissed.

Montpelier, Vt., May 20, 1902.

JONATAHN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 20.

IN RE PETITION OF RUTLAND STREET RAILWAY.

Application for condemnation of land under amendment to charter of company. No. 218, Laws 1896.

Appearances: Butler & Moloney, for Petitioner. P. F. McManus, for Thos. Burke, Patrick Burke and Patrick Ryan, G. E. Lawrence, for Dernier Estate and heirs. Geo. L. Rice, for Simon L. Peck, Guardian. J. W. Lyons, for Thos. Burns. Mrs. Thos. Canfield, John Carroll, John Hart, L. W. Fish, Reymond Smith, pro se.

Docket entries:

July 29th, 1901, petition filed and order for service and hearing issued. August 5th-9th, 1901, hearing at Rutland. August 10th, 1901, stipulation of James McQuade and others filed. August 14th, 1901, stipulation of Barnes Estate filed. August 22d, 1901, decision and appraisal filed. August 24th, 1901, copies of decision sent petitioner and each land owner.

This was an application for the Commissioners to condemn land and appraise the damages for an extension of the Rutland Street Railway under an amendment to its charter. The Commissioners inspected the premises, heard the testimony offered, and having adjudged that the land sought to be taken was necessary for the construction of the railway, appraised the land and property of the several owners.

A full record of the proceedings in this case, with a list of the property condemned and the appraisal thereof, together with maps and plans, may be found in the office of the Clerk. The same has also been recorded in the Town Clerks' offices of the Towns of West Rutland, Ira and Castleton.

No. 21.

IN RE PETITION OF CITIZENS OF NORTHFIELD.

HIGHWAY GRADE CROSSING.

Appearances: Walter Dole, for Petitioners. C. W. Witters, for C. V. Ry. Selectmen of Northfield, pro se. H. R. Brown, pro se.

Docket entries:

August 10th, 1901, petition filed and notice of hearing given. Aug. 21st, 1901, hearing at Northfield, continued to October 4th, 1901. October 1st, 1901, continued, pending negotiations for settlement.

Petition withdrawn.

PETITION.

To the Board of Railroad Commissioners, State of Vermont.

We, the undersigned, residents of the Town of Northfield, Vt., petition to have the grade crossing about three-fourths of a mile south of the Northfield Station, abolished; the same being a source of imminent danger to those who are obliged to use the highway at that place.

WALTER DOLE,
and Twenty-eight Others.

The Board is informed that the Central Vermont Ry. Co. will make certain changes and improvements at this crossing.

No. 22.

IN RE PETITION OF SELECTMEN OF ALBURGH.

DANGEROUS HIGHWAY CROSSING AT ALBURGH DEPOT.

Appearances: Selectmen of Alburgh, pro se., C. W. Witters, for C. V. Ry. J. A. Merrill, for Rutland R. R.

Docket entries:

August 10th, 1901, petition filed. August 12th, 1901, notice of hearing given. August 23rd, 1901, hearing at Alburgh; premises inspected; objection on part of the Rutland R. R. for that the Commissioners have no jurisdiction of the matter, ordered;

That the highway crossing be changed and repaired to the satisfaction of the Selectmen on or before September 15th, 1901, or order to issue.

PETITION.

To Jonathan Ross, Chairman of the Railroad Commissioners.

We the undersigned, Selectmen of the Town of Alburgh, in the County of Grand Isle, respectfully request and petition that a hearing be had at Alburgh Station in regard to the Central Vt. R. R. Co. and Rutland R. R. Co. crossing highway at Alburgh Station on the main road from Alburgh Center to the Canadian Line in said Alburgh. That said crossing is not safe and is dangerous to the travelling public.

We, therefore, request a hearing on the premises as soon as may be convenient, at Alburgh Station, and that notice of time and place be given in due time of the same.

M. HAZEN,

M. P. GOODRICH,

A. R. SKELLY,

Selectmen of the Town of Alburgh, Vt.

Dated August 6th, 1901.

An inspection of the premises made by the Commissioners after September 15th showed that the order had been complied with and the desired repairs and changes made.

No. 23.

IN RE PETITION OF SELECTMEN OF ALBURGH.

DANGEROUS HIGHWAY CROSSINGS ON RUTLAND R. R. IN THE TOWN OF ALBURGH.

Appearances: Selectmen of Alburgh, pro se. W. S. Jones, Supt. for Rutland R. R.

Docket entries:

Aug. 19, 1901, petition filed. Aug. 26, 1901, amended petition filed. Sept. 5, 1901, copy of petition sent Rutland R. R. Sept. 19, 1901, notice of hearing given. Sept. 25, 1901, hearing continued. Oct. 17, 1901, crossing inspected by Commissioners, Selectmen and Supt. R. R.

AMENDED PETITION.

To Jonathan Ross, Chairman of the State Board of Railroad Commissioners:—

We, the undersigned selectmen of the town of Alburgh, in the county of Grand Isle, Vt., respectfully request and petition

that hearings be had at Alburgh, in regard to the following highway crossings in said Alburgh, viz:—

Crossing No. 2. Road leading westerly from residence of John O'Neil, between lands of said O'Neil and F. G. Kingsley, near Station 150, Sec. 5. Approaches on either side not sufficiently graded. Planks on same insufficient and dangerous.

Crossing No. 3. Main road leading from North Hero bridge to Alburgh Center, at land of William C. McGregor, near Station 221, Sec. 5. Approaches on either side not sufficiently graded. Planking on same insufficient and dangerous.

Crossing No. 4. Last named road at land of Herbert L. Brayton near Station 234, Sec. 5. Approaches on either side not sufficiently graded. Planking on same insufficient and dangerous.

Crossing No. 5. East and west road leading from last mentioned road to Isle La Motte bridge, between lands of Herbert L. Brayton and Inez McGregor, near Station 237, Sec. 5. Approaches on either side not sufficiently graded. Planking on same insufficient and dangerous.

Crossing No. 6. East and west road between lands of the Geo. Miller's estate and G. M. Honsinger, near Station 341, Sec. 5. Approaches upon either side insufficient and the same is too steep, and it is necessary to have guard rails on either side of the same.

Crossing No. 8. Main road from Alburgh Center to Alburgh Station between the lands of P. D. Jameson and Mary D. Jameson, near Station 443, Sec. 5. Being what is known and called the "Jameson Under-pass" to determine whether said crossing ought not to be at grade and that the said pass now used and traveled is to one side of said highway in a gully, and is dangerous, and that an under-pass is necessary at this point, and the present temporary under-pass not being in center of highway is dangerous and impedes the public travel upon said highway. We, therefore, pray said Commissioners for an under-pass at said crossing, and that the present pass be placed in center of highway suitable for the safety of the public travel till a permanent pass be constructed by order of said Commissioners.

Crossing No. 9. Also overhead crossing known and called the "A. C. Brayton Crossing," between the land of A. C. Brayton and E. Menton Rockwell, on cross road leading from main highway to west part of said town and elsewhere. Bridge dangerous on account of abutment on west side not being completed which

renders it dangerous. Bridge not guarded with guard rail on either side, which should be guarded on either side by guard rail. Bridge not sufficiently planked and the same dangerous.

Now therefore, your petitioners pray that hearings on the above described crossings be had as soon as may be convenient at Alburgh, at said premises, that the premises may be examined by said Commissioners, and a time and place may be fixed for a full hearing in the premises, and that your Honorable Board may determine and order what shall be done in the premises according to law, and notice of time of hearing be given in due time of the same.

Dated at Alburgh, Vt., this 27th day of August, 1901.

M. HAZEN,

M. P. GOODRICH,

A. R. SKELLY,

Selectmen of the Town of Alburgh.

This case is pending before the Board.

No. 24.

IN RE PETITION OF CITIZENS OF BRADFORD AND FAIRLEE.

HIGHWAY GRADE CROSSING ON BOSTON AND MAINE R. R. IN TOWN
OF FAIRLEE.

Docket entries.

Oct. 2, 1901. Petition filed. Oct. 8, 1901, Copy of petition sent R. R. Co. Copy sent selectmen of Fairlee. Nov. 22, 1901, notice of hearing given. Dec. 6, 1901. Petition withdrawn, notice given.

PETITION.

To the Board of Railroad Commissioners of Vermont:—

We, the undersigned, legal voters of the towns of Bradford and Fairlee, respectfully petition your Honorable Board to examine the two crossings at Fairlee mountain, on the Passumpsic division of the Boston & Maine railroad, midway between the Fairlee and Piermont stations, with the view of substituting under-passes in place of the present grade-crossings which are dangerous.

Bradford, Vt., Sept. 17, 1901.

FRED'K FLETCHER

and 23 Others.

The crossings in question have been inspected by the Commissioners. It is clear that they are very dangerous. The highway at this point can be changed so as to avoid the crossings. The expense of such change, however, does not warrant an order being made at this time.

No. 25.

IN RE PETITION OF SELECTMEN OF BETHEL.

HIGHWAY GRADE CROSSING ON CENTRAL VERMONT RY. IN BETHEL.

Docket entries:

Oct. 15, 1901, petition filed. Oct. 29, 1901, copy of petition sent C. V. Ry. Held open pending negotiations between C. V. Ry. and Selectmen.

PETITION.

To the Hon. Board of Railroad Commissioners for the State of Vermont:

The undersigned, selectmen of the town of Bethel, in said State, and other residents in the vicinity of said town, respectfully represent,

That the main line of the Central Vermont Railway Company crosses a public highway at grade in said town of Bethel at the so-called Finley Bridge Crossing, situated about two miles northerly of Bethel village;

That said crossing is extremely dangerous to the travelers, as the railroad is on a sharp curve around a high ledge, and it is not possible for a traveler on the road to see a train from the north until the train is almost at the crossing;

That, owing to this danger, three lives have been lost at this crossing within recent years, besides many narrow escapes from fatal accidents;

That the more dangerous features of this crossing may be removed at a not disproportionate expense by changing the location of said crossing to a situation further south;

That one Charles W. Curtis, of said Bethel, owns the land adjoining said crossing;

That Dennis L. Shaw, Francis H. Chamberlin, and Ellen Kittredge, all of said Bethel, also own land through which the highway might be changed if this crossing was moved;

Wherefore, your petitioners pray that your Board may order a public hearing in regard to the premises as soon as conveniently may be, giving reasonable notice to said parties interested, and to the selectmen of the town of Bethel and to said railway company, and make such order, if any, as you deem best in regard to the alteration of said crossing, and determine and direct by whom such alterations, if any, shall be made, at whose expense and at what time.

Bethel, Vermont, September 28th, 1901.

ROBERT NOBLE,
R. J. FLINT,
Selectmen.

L. M. GREENE,
W. H. EDMUNDS,
Road Commissioners,
and Sixty-nine Others.

This cause is now pending before the Board.

No. 26

J. J. HAPGOOD & Co.

VS.

CENTRAL VERMONT RY Co.

INADEQUATE TRAIN SERVICE AND EQUIPMENT ON BRATTLEBORO
AND WHITEHALL DIVISION.

Docket entries:

Oct. 26, 1901, complaint filed. Oct. 29, 1901, copy of complaint sent C. V. Ry. Nov. 4, 1901, answer of defendant filed and copy sent complainant. Case referred to Com'r. Read for investigation. July 8, 1902, on statement of complainant that the service and equipment have been improved and that no hearing is desired, the complaint is considered withdrawn.

COMPLAINT.

PERU, VT., Oct. 24, 1901.

State Railroad Commission:

Messrs :

We hereby enter complaint against the Brattleboro & Whitehall Branch of the Vt. Cen. R. R. in that:

(1): Their facilities of transportation are utterly inadequate to the wants of the community—their worn-out and disused rolling stock not being replaced.

(2). Their road-bed is unsafe and unfit for use—a terrible accident being soon unavoidable.

You will please acknowledge reception of this complaint.

J. J. HAPGOOD & Co.

ANSWER OF THE CENTRAL VERMONT RAILWAY COMPANY.

In answer to the complaint of J. J. Hapgood & Company as to the worn out stock and unsafe road-bed of the Brattleboro and Whitehall Railroad, the Central Vermont Railway Company says that it received the said railroad and rolling stock on the 1st day of May, 1899, from the United States Court upon the sale of the assets of a bankrupt corporation and in the condition that property is usually left by a corporation in that condition, and since then this Company has made every effort possible with its available means to put the same in a safe and proper condition, and had reason to believe that it had done so, and to the satisfaction of the people and patrons along the line of the same.

Since this Company took possession the income of the road from its business has not been adequate to pay the interest upon the bonded debt of the road in question, and the shortage has been made up by this Company out of funds derived from other sources.

In further answer this Company says that since the 1st day of May, 1899, it has expended in repairs of the roadway and structures of said railroad the sum of \$25,288.27, and in addition has expended in the improvement of the equipment of said road the further sum of \$6,881.75.

This Company further says that all the allegations in said complaint are without foundation and are not true.

Dated at St. Albans, this 2nd day of November, 1901.

CENTRAL VERMONT RAILWAY COMPANY,

By C. W. Witters, Attorney.

No. 27.

IN RE PETITION OF BOSTON & MAINE R. R.

APPLICATION FOR PERMISSION TO HEAT CARS BY STOVES.

Docket entries:

Nov. 14, 1901, application filed. Dec. 3, 1901, permission granted as per order on file. Dec. 14, 1901, certified copy sent H. E. Folsom, Div. Supt.

ORDER.

Application having been made to this Board for permission to heat certain cars by the use of coal stoves, it is ordered,

That permission be and is hereby granted to the Boston & Maine Railroad Company to heat passenger and combination cars by the use of stoves when running on the following trains :

Mixed train No. 73, between Lyndonville and Newport; train No. 14, between Lyndonville and Newport.

Mixed trains Nos. 50 and 51, between Newport and the Canadian line.

Mixed trains Nos. 70 and 71, between Windsor and Bellows Falls.

This order shall not be effective after November 30th, 1902, and may be revoked at any time.

Montpelier, Vt., December 3d, 1901.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,
Railroad Commissioners.

No. 28.

IN RE PETITION OF ST. JOHNSBURY & LAKE CHAMPLAIN R.R.

APPLICATION FOR PERMISSION TO HEAT CARS BY STOVES.

Docket entries:

Nov. 15, 1901, application filed. Dec. 3, 1901, permission granted as per order on file. Dec. 14, 1901, certified copy of order sent H. E. Folsom, Pres. and Supt.

ORDER.

Application having been made to this Board for permission to heat cars by the use of coal stoves it is

Ordered; That permission be and is hereby granted to the St. Johnsbury & Lake Champlain R. R. Co. to heat passenger and combination cars running on trains Nos. 7, 6 and 60, by the use of coal stoves.

This order shall not be effective after November 30, 1902, and may be revoked at any time.

Montpelier, Vt., December 3, 1901.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,
Railroad Commissioners.

No. 29.

IN RE EQUIPMENT OF CARS OF HOOSAC TUNNEL & WILMINGTON R. R.

LADDERS ON SIDES OF FREIGHT CARS.

Docket entries:

March 18, 1902, order issued. March 20, 1902, certified copy of order sent to Hoosac Tunnel & Wilmington R. R. Co. July 15, 1902, inspection of cars of company. July 15, 1902, meeting of Board at Wilmington. Time for compliance extended.

ORDER.

STATE OF VERMONT,
BOARD OF RAILROAD COMMISSIONERS.

It having been brought to the attention of the Railroad Commissioners of the State of Vermont that the Hoosac Tunnel & Wilmington Railroad Company is running the cars of its own with ladders or steps to the top of the same on the sides of the cars and that said ladders or steps are not on the ends or inside of the cars; and that said act of the Hoosac Tunnel & Wilmington Railroad Company is in violation of Section 3886 of the Vermont Statutes, therefore

The Hoosac Tunnel & Wilmington Railroad Company is hereby notified that if cars of its own, with ladders or steps to the top of the same on the sides of the cars, are run over its line in the State of Vermont on or after June 1st, 1902, the Board of Railroad Commissioners will give notice to the State's Attorney

of Windham County to enforce Section 3886 of the Vermont Statutes as provided in Sections 3887 and 3888 of the Vermont Statutes.

Dated at Montpelier, in the County of Washington, and State of Vermont, this 18th day of March, A. D., 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Board of Railroad Commissioners.

At a meeting of the Board held at Wilmington, Vt., on July 15, 1902, the time for the compliance with the above order was, at the request of the Hoosac Tunnel & Wilmington R. R. Co., extended to September 1, 1902.

Attest,

ERWIN M. HARVEY,

Clerk.

No. 31.

IN RE PETITION OF VERMONT VALLEY R. R. CO OF 1871.

GRADE CROSSINGS IN TOWN OF PUTNEY.

Appearances: John Young, for petitioner; C. C. Fitts, for Town of Putney; Selectmen of Putney, Geo. T. Aplin, W. E. Pierce, D. S. Pearsons; Mrs. Owen Foley, Kate Foley, Michael Foley, Wm. Foley, Michael Malay, Harlow P. Farr, pro se.

Docket entries:

May 24, 1902, petition filed. May 26, 1902, order for notice issued. June 9, 1902, hearing at East Putney. Prayer of the petition granted as per order on file.

PETITION.

To the Honorable Jonathan Ross, the Honorable J. M. Boutwell and Henry S. Bingham, Esq., Railroad Commissioners of the State of Vermont:

The petition of the Vermont Valley Railroad Company of 1871, respectfully represents to your Honors:

That it owns a railroad extending from Bellows Falls to Brattleboro, in the County of Windham, and that said railroad passes through the Town of Putney, in said County;

That within three miles northerly of your petitioner's depot at East Putney there are now four highway crossings over your petitioner's railroad tracks at grade and one crossing over said tracks upon an overhead bridge;

That by laying out a new highway from said depot at East Putney northerly on the westerly side of your petitioner's railroad across Minot's Brook and thence northerly on the west side of said railroad to a point about six hundred feet northerly of the third highway crossing over said railroad, which is northerly of said Minot's Brook, and there intersecting at the most feasible point with the present highway on the west side of said railroad, and laying out a new highway from the new highway above described, running in a straight line easterly across said railroad upon an overhead bridge at right angles with said railroad track to a point where it will intersect the present highway leading from said depot to the buildings of H. P. Farr, crossing said railroad tracks about three hundred and fifty feet northerly of the present grade crossing near said depot, and changing the location of the overhead crossing, or highway bridge, from its present location to the line of said last mentioned new highway, would render said four grade crossings and the highways over said railroad tracks unnecessary;

That the public good and the necessity and convenience of individuals and the safety of the travelling public will be very greatly promoted by establishing and constructing said new highways and abolishing said four grade crossings and changing the location of said overhead crossing as above suggested;

That your petitioner has been negotiating with said town of Putney for some considerable time seeking to abolish said four grade crossings and establish said new highways and said change in the location of the overhead crossing, by agreement;

That said town and your petitioner have arrived at an agreement as to how said alterations may be made and the apportionment of the expense thereof between said town and your petitioner;

That the selectmen of said town and the counsel for said town think that some part of the highway and some of the grade crossings which would be discontinued by the proposed change, were established by a committee appointed by the County Court, and the selectmen of said town of Putney, under the advise of counsel, have arrived at the conclusion that they have no power to carry out said proposed changes and discontinue all said highways and all said crossings.

Wherefore, your petitioner prays your Honorable Board to fix a time and place in the town of Putney for hearing all parties interested in the premises, to give proper notice to all parties in-

terested, the land owners affected by said alterations as well as the selectmen of said town of Putney and your petitioner, and that at the time and place so fixed by your Honorable Board, you will examine the premises, hear all the evidence offered in favor of and against said proposed alterations, and if satisfied that the public safety requires the alterations of said highways crossed at grade by said railroad, that your Honorable Board will, order and direct the said alterations to be made and how and by whom such alterations shall be made, the time within which the same shall be completed, and apportion the expenses thereof between the said town of Putney and your petitioner as your Honorable Board shall deem just and reasonable, and that your Honorable Board will also make an order discontinuing said four grade crossings and said overhead crossing now in use, said order of discontinuance to become operative as soon as the new highway ordered by your Honorable Board shall be worked and completed suitable for public travel in accordance with the order of your Honorable Board.

VERMONT VALLEY RAILROAD COMPANY OF 1871,

By Young & Young, Attorneys.

The order in this case will contain specifications and a detail survey for the changes in the highway. It was not completed when this report was closed.

No. 32.

IN RE PETITION OF RUTLAND STREET RY.

APPLICATION UNDER NO. 218, LAWS OF 1896, FOR CONDEMNATION OF LAND FOR POWER PLANT.

Appearances: Butler & Maloney, for petitioner. Joel C. Baker, for land owners.

Docket entries:

June 30, 1902, petition filed. July 1, 1902, order issued for hearing at Rutland on July 17, 9 a.m., notice to be served by petitioner. July 17, 1902, hearing at Rutland; case continued to July 24. July 24, 1902, case continued to July 31.

This petition of the Rutland Street Ry. Co. was brought under an amendment to the charter of the company (No. 218, Laws of 1896), for the appraisal of certain lands which were

alleged to be necessary for flowage purposes in connection with a dam to be used to furnish power for the operation of the cars of the company.

The cause is pending before the Board.

No. 33.

IN RE PETITION OF CITIZENS OF PLAINFIELD.

HIGHWAY GRADE CROSSING ON MONTPELIER & WELLS RIVER R. R.
IN TOWN OF PLAINFIELD.

Appearances: John H. Senter, for petitioners. J. P. Lamson, for M. & W. R. R. R. F. L. Laird, for Town of Plainfield.

Docket entries:

June 30, 1902, petition filed. July 2, 1902, copy of petition sent selectmen of Plainfield. July 3, 1902, copy of petition sent M. & W. R. R. R.

PETITION.

To the Honorable, the Railroad Commissioners for the State of Vermont, come your petitioners, citizens and tax-payers of the town of Plainfield and vicinity, in the county of Washington and State of Vermont, and respectfully represent to said Board of Railroad Commissioners, that one of the open public highways in said town of Plainfield, which said highway leads along past the dwelling house of one Orville Dix in said town, crosses the Montpelier & Wells River Railroad at grade, said crossing being in said town and commonly known as the Dean Patterson or "Gray" crossing.

That said crossing is a blind and a very dangerous one for the public to travel over; and that said highway can be easily altered and made to pass under said railroad at said crossing at an expense of not exceeding fifteen hundred dollars.

Therefore, your petitioners pray that your Honorable Board investigate and examine said highway and railroad crossing, and order and direct that said highway be so changed that it will pass under said railroad, and that you make such other orders

regarding said highway and crossing as your Board shall deem necessary and the public good shall require in the premises.

And your petitioners will ever pray.

O. W. DIX,
C. M. CLARK,
WILLARD PERRY,
JOHN RYAN,
and 67 Others.

This case is pending before the Board.

Accidents.

The commissioners in the discharge of their duties have under the authority of Sec. 3987 inquired into the causes of 104 accident cases which have occurred during the period December 1st, 1900—June 30th, 1902. Every accident reported has been placed on the docket by the Clerk and assigned to a member of the Board for inquiry. All accidents so reported and assigned have been inquired into and a report made to the Board by the member in charge. Whenever it appeared from this inquiry that a public investigation was necessary it has been held as provided by statute.

These accident cases are reported here by their docket numbers and are divided into three classes, viz :

I. Cases in which public investigations have been held.

II. Cases in which the Board has inquired into the cause and as far as possible fixed the responsibility but without public investigations.

III. Cases in which it has been determined on inquiry that further investigation was unnecessary.

I.

PUBLIC INVESTIGATIONS.

No. 3.

IN RE ISRAEL GUILMONT.

Fatal accident at highway grade crossing near Montpelier, on the Central Vermont Railway, on Nov. 26th, 1900.

Appearances : R. A. Hoar, State's Attorney. C. W. Witters, for R. R. Co. Fred. L. Laird, for family.

Docket entries.

Dec. 15th, 1900, report filed and referred to Com. Read.
Dec. 18th, 1900, notice of public investigation given. Dec. 27th, 1900, public investigation at Montpelier. Five witnesses examined.

REPORT AND OPINION.

The locality of the accident is the highway grade crossing opposite the Tabor farm house and about three miles from Montpelier, on the Barre Branch of the Central Vermont Railway.

The Commission finds from the evidence, that on November 26th, 1900, at 11:15 a.m., an extra train, consisting of engine No. 367 and eleven freight cars, and under the control of a freight crew, started from the station of the Central Vermont Railway at Montpelier, for Barre; that while running at a rate of speed of from twenty-five to thirty miles an hour over the southerly of the two crossings in front of the Tabor farm house it struck the team driven by the deceased and injured him so that he died in a few minutes.

The Commission finds that the deceased started from the yard of the farm house and passed directly upon the crossing in front of the moving train; that in passing from the yard and before he reached the crossing the deceased had a clear view of the railroad track for more than one hundred rods and might easily have seen the approaching train in time to avoid the accident; that at the crossing in question the highway runs for a short distance parallel with the railroad and is joined at a point dir-

ectly opposite the Tabor house by another road which runs at right angles; that the deceased drove out of the Tabor door-yard and into the highway, which is so near the track that his intentions as to crossing the track or of passing along the paralleled highway could not be determined until he was within a rod of the track.

The Commission finds that the engineer sounded the whistle at a point about one hundred and twenty rods north of the crossing and again six rods north of the crossing; that soon after the first whistle the bell was rung and that it continued to ring until the crossing was reached; that the engineer and train crew did not discover the intention of the deceased to cross the track until he was nearly upon it and the train so near that it was impossible to avert the accident; that as soon as the intention of the deceased was discovered the engineer sounded the alarm whistle and applied the emergency brake; that the train was brought to a stop within twice its length from the crossing.

The Commission finds from the evidence that the accident was not due in any respect to the negligence of the persons in control of the train, but that it was caused solely by the negligence of the deceased.

JONATHAN ROSS,
LAVANT M. READ,
HENRY S. BINGHAM,
Commissioners.

No. 5.

IN RE MARY CULLINAN.

*Fatal accident near Arlington depot on the Rutland R. R.
November 28th, 1900.*

Appearances: J. J. Shackshober, State's Attorney; P. M. Meldon, for R. R. Co.; John Cullinan, Thos. Cullinan, sons of deceased, pro se.

Docket entries:

Dec. 1st, 1900, report filed. Dec. 7th, 1900, referred to Com'r. Bingham. Feb. 20th, 1900, public investigation ordered. Feb. 27th, 1900, public investigation at Arlington. Ten witnesses examined. March 8th, 1901, affd. W. E. Lynch filed. Apr. 2d, 1901, report and opinion filed. Apr. 23d, 1901, copy of report sent to R. R. Co. and family.

REPORT AND OPINION.

From the inspection of the premises and the evidence, the Commission finds and reports the following facts:

That on November 28th, 1900, Mary Cullinan, a woman of the age of seventy-six years, was struck and killed by freight train No. 9 while she was crossing the track of the Rutland Railroad at a point a few rods south of the station at Arlington, Vt.

The station is situated on the east of the tracks and there is a side-track between it and the main line track. A highway from the business part of the village leads to the station, crossing the tracks just north of it and joining east of it another highway which is parallel to the tracks. Across the tracks from the station are two platforms which are used in unloading freight. One of these is a little south of the depot, its south end being sixty feet southwesterly of it, and it was at this point that the deceased was struck by the train.

The deceased lived in a house which is on the east highway opposite the depot and about one hundred and sixty feet from the place of the accident.

A few minutes before the accident the deceased left her house, crossed the highway, passed a little south of the depot and walked toward and upon the track with the apparent purpose of crossing just south of the south platform.

The train was a south-bound freight consisting of an engine and seventeen cars, four of which had air brakes, and was in charge of a train crew. It was due at Arlington at 1:09 p.m., but was not to stop unless a signal was displayed.

At the statute distance north of the highway crossing there is a whistle post which can be seen from the depot. The testimony of the train men and other witnesses establishes the fact that a crossing whistle was sounded at or near this post, and that between this point and the station, another whistle was sounded, or as soon as the engineer observed that no stop signal was displayed. The grade to the south is heavy, and the train, as it approached the station, was under control in anticipation of a stop. At the time of the accident the train was running at the estimated speed of from six to seven miles an hour.

When the train approached the station the engineer was at his post at the right of the cab. The head brakeman was at the window of the cab next to the depot and was ringing the bell

and watching the track ahead. When the engine was near the north end of the depot the brakeman saw the deceased approaching the track. As soon as he discovered her intention to cross he endeavored to warn her of the danger by shouting and by waving his arm, the bell being in motion at the time. Failing to attract her attention he warned the engineer of the danger. The woman was not seen by the engineer, as his view in the direction from which she was approaching was obstructed first by the depot and later by the engine. As soon as the engineer understood the danger he shut off steam, applied the emergency brake and brought the train to a stand within a distance of eight or ten rods, but not until the engine had struck the deceased and a number of cars had passed over her.

The deceased, as she approached the track, was seen by three of the witnesses, all of whom testified that they saw her danger and shouted to warn her, but that the warning was either not heard or was unheeded. All of the witnesses agree in the statement that the deceased did not stop or look for an approaching train, and appeared to be unconscious of her danger.

The hearing of the deceased was defective and this difficulty was increased at this time by a heavy shawl which she had over her head and which covered her ears.

The view of the track north from the place of the accident is unobstructed, and had the deceased looked in that direction at any time after she passed a point fifteen feet from the tracks she could have seen the approaching train when it was at a distance of more than ninety rods from her.

The deceased had lived for forty years in the house near the depot. She often visited the station and crossed the tracks near this point, and thus was familiar with the movement of trains.

The Commission, therefore, finds that the accident was the result of no neglect of duty on the part of the railroad or its employees; that all statute requirements of bell and whistle were duly complied with; that the accident resulted from the negligence of the deceased.

Montpelier, Vt., April 2d, 1901.

LAVANT M. READ,
HENRY S. BINGHAM,
Railroad Commissioners.

No. 8.

IN RE ALFRED CURTIS.

Fatal accident at Finley bridge Crossing in Bethel, on Central Vermont Railway, December 11th, 1900.

Appearances; Chas. P. Tarbell, State's Attorney. C. W. Witters, for C. V. Ry.

Docket entries:

Dec. 13, 1900, report filed and ref'd to Com'r. Read. Dec. 18, notice of public investigation given. Dec. 26, 1900, public investigation at Bethel. Eighteen witnesses examined. Jan. 11, 1901, Copy of report sent to C. V. Ry.

REPORT AND OPINION.

The locality of the accident is the highway grade crossing at which W. H. Carter was injured on December 18, 1895, and which, with its surroundings, is fully described in the report of the Commission for the year 1896, pages 133-135, to which report reference is made.

In accordance with the recommendations in that report, an electric signal operated automatically has been established at both of the crossings.

The Commission finds from the evidence that Alfred Curtis, a young man of the age of twenty, approached the grade crossing over the line of the Central Vermont Railway Co., at a point about two miles north of the village of Bethel, at a time when train No. 2, a fast express from Montreal, was due at the crossing.

From the evidence the Commission finds, that the electric signal was in good order and operated on the approach of the train to the crossing at the time of the accident; that the engineer sounded the whistle and rang the bell on approaching the crossing, as is required by law; that soon after passing the first crossing the engineer saw a team approaching the lower crossing from the right hand side and noticed that the driver was urging his horse with whip in hand and with the apparent purpose of crossing the track in front of the train; that upon discovering Mr. Curtis the engineer sounded the alarm whistle and applied the emergency brake; that as the whistle sounded, Mr. Curtis looked back toward the train but continued to urge his horse forward and upon the crossing where the team was struck and both horse and driver killed.

The Commission finds that the conductors of the train complied with all the requirements of the law and did everything possible under the circumstances to avoid inflicting injury; that the horse was accustomed to trains and manageable.

The Commission finds that the accident resulted from the rash attempt of the deceased to pass over the crossing in front of the train. The Commission concurs in the finding in the Carter case, that the crossing is a dangerous one, but has discovered no way to avoid or modify it. It is conceded that the electric signal is sometimes out of repair and, considering the dangerous character of the crossing and its unavoidability, the Commission recommends that the railway company take every precaution to see that the signal is at all times in working order.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,
Railroad Commissioners.

No. 9.

IN RE MRS. FRED KEMP.

Fatal accident near Blackwell street in the City of Barre on the line of the Montpelier & Wells River R. R. on December 12, 1900.

Appearances: R. A. Hoar, State's Attorney. J. P. Lamson, for M. & W. R. R.

Docket entries:

Dec. 17, 1900, report filed. Dec. 18, 1900, ref'd to Com'r. Ross. Dec. 21, 1900, notice of public investigation given. Dec. 28, 1900, public investigation at Montpelier. Six witnesses examined. March 11, 1901, copy of report sent to M. & W. R. R. R.

REPORT AND OPINION.

From the inspection of the premises and the evidence the Commissioners find the following facts:—

The locality of the accident is in the city of Barre at a point

on the line of the Montpelier & Wells River Railroad, a little north of the Blackwell Street crossing and near a small trestle bridge over the Gunner brook. To the north of this bridge the view of the track is unobstructed to a point near the Smith, Whitcomb & Cook machine shops, a distance of about four hundred feet.

On the night of December 12th, suburban train No. 61, a light passenger train, on the Barre division of the Montpelier & Wells River Railroad, left Montpelier at 5:16 p. m., reached the point at which the accident occurred at about 5:40 p. m., and while running at a rate of speed of from eight to ten miles an hour struck the deceased and inflicted fatal injuries. The train was about eight minutes late on its arrival at No. Barre station, one-fourth mile north of the point in question, and here a stop was made. It was dark and the head-light was in use. The deceased was first seen by the engineer when the train was at a point a little north of the Gunner brook bridge. At that time she was standing near the center of the track at a point a short distance south of this bridge. She made no movement while within the view of the engineer. An earlier discovery of the deceased by the engineer was prevented by the darkness and the curve in the track which tended to throw the light from the head-light to one side instead of directly upon the track.

The Commissioners find that the crossing whistle for Blackwell street was duly sounded at a point near the machine shops and that the bell was rung and continued to ring up to the time of the accident. That upon discovering the deceased on the track the engineer applied the brake and did everything in his power to stop the train before it struck her. That the train at the time was under the control of those in charge and was brought to a stand within seventy feet from the point at which the deceased was first discovered.

No evidence was presented from which the Commissioners can find the intentions of the deceased or why she was on the track at this place. A well-defined path leading diagonally from the track at a point south of the trestle to Blackwell street bridge would suggest that the track is used as a short cut to the bridge.

The deceased had, prior to the accident, lived in a part of the building used as a station at No. Barre and thus must have been familiar with trains and the service at this place.

The Commissioners therefore find that the accident was the

result of no neglect of duty on the part of the railroad corporation or its employees, but was caused wholly by the negligence of the deceased.

JONATHAN ROSS,
LAVANT M. READ,
HENRY S. BINGHAM,
Board of Railroad Commissioners.

No. 18.

IN RE ACCIDENT TO JOHN LAFRANCE.

Personal injury at Rutland, Vt., on the Rutland R. R. on Jan. 24th, 1901.

Report filed Jan. 29th, 1901. Ref'd. to Com'r Bingham.

July 2d, 1901; report of Commissioner filed.

July 2d, 1901, Present: The Board and Clerk.

Ordered: That the accident resulted from the negligence of the Rutland R. R. in the construction and maintenance of its tracks in the City of Rutland; that the Rutland R. R. be directed to change its tracks, at the point where the accident occurred, so as to avoid danger to its employees; that a copy of this order be sent to the Rutland R. R. Co.

July 17th, 1901, copy of above order sent to Rutland R. R. Co.

No. 19.

IN RE F. C. ARMINGTON.

Fatal accident to trainman near South Hero on Rutland R. R., February 18th, 1901.

Appearances: J. Lee Collins, State's Attorney; P. M. Meldon, for Rutland R. R.; John H. Boothe, for Armington family.

Docket entries:

Feb. 19, 1901, report filed. Feb. 21, 1901, ref'd to Com'r Bingham. March 1, 1901, public investigation ordered. March 6, 1901, notice of investigation given. March 11, 1901, investigation continued to March 21. March 21, 1901, public investigation at South Hero. Ten witnesses examined. Apr. 25, 1901, copy of report sent Rutland R. R.

REPORT AND OPINION.

Late in the evening of February 18, 1901, a freight train of the Rutland Railroad passed north from South Hero and, while running at a rate of speed of from fifteen to twenty miles an hour over the Keeler Bay Crossing, F. C. Armington was thrown from the top of a car and killed.

The deceased was the brakeman in charge of the forward part of the train, and at or near South Hero he came back to the caboose to make some repairs on his lantern. He had started back to his post and had reached the fourth car forward of the caboose when he suddenly cried out and was seen to throw up his hands, fall backward and down between the cars, which passed over him. The train was brought to a stop as soon as possible and the body was found by the trainmen at a point 200 feet north of the crossing.

The Commission finds that a telephone line, owned and operated by E. H. Lewis, of St. Albans, was constructed in 1897 along the west side of the highway at the place which is now known as Keeler Bay Crossing; that the Rutland-Canadian Railroad has since been constructed and now passes diagonally across the highway and under the wires; that during the construction of the railroad, or soon after, the telephone wire was removed from its pole and placed on a pole at the north end of the crossing, which had been erected for the telegraph wires. That the wire was placed at such a height that trainmen upon the tops of cars had been hit by it or compelled to stoop to go under it; that two days before the accident there was a notice upon the train bulletin-boards in the stations at Burlington and at Rouses Point, signed by the general superintendent of the Rutland Railroad, which called the attention of all trainmen to a low wire at the crossing; that this notice was seen by the conductor of this train and that on the day before the accident he called the attention of the deceased to the matter of the notice and was then informed by Armington that the condition of the wire was known to him. That no tell-tale warning marked the approach to this wire and that it was dark at the time of the accident.

The Commission finds that when the train was moved back over the crossing, immediately after the accident, the telephone wire was so low that it did not come above the waist of a man standing on the tops of the cars; that the bracket, which had supported the wire upon the pole next south of the crossing, was

found the next morning upon the ground and in such a condition as to indicate that it had been torn from its place; that when the body was found a narrow red mark was observed upon the front of the neck.

The Commission, therefore, finds that the telephone wire over the tracks at the Keeler Bay Crossing was the cause of the fall of F. C. Armington, which resulted in death; that it was the duty of whoever had charge of the wire to see that it was so placed as not to be a source of danger; that it is the duty of a railroad company to see that its tracks and right of way are not obstructed by wires; that the railroad company having notice of the condition of this wire, should have caused it to be removed.

The deceased had knowledge of the condition of the wire and its danger. It was his duty to guard against this danger. It appears that the night was dark, that there was nothing to warn him of danger, and that at the time of the accident he was attending to his duties. Under the circumstances the Commission is not able to find whether he exercised proper care or not.

The wire in question having been removed, there is no necessity for any recommendations in the case.

The increase in the height of freight cars renders it imperative that all wires which cross the tracks of railroads shall be placed at such a height that they will not be a source of danger to trainmen who must be upon the tops of the cars. Where this cannot be done, tell-tale or other warnings should be erected.

JONATHAN ROSS,
HENRY S. BINGHAM,
Railroad Commissioners.

No. 22.

IN RE EDWIN KITTREDGE.

Fatal accident at highway crossing in Bethel on Central Vermont Ry. March 6th, 1901.

Appearances: Chas. P. Tarbell, State's Attorney. C. W. Witters, for Ry. Mrs. Edwin Kittredge, pro. se.

Docket entries:

March 8, 1901, report filed. March 9, 1901, ref'd to Com'r Read. April 2, 1901, public investigation ordered. April 3, 1901, notice of public investigation given. April 10, 1901, public investigation at Bethel. Eight witnesses examined. May 2, 1901, copy of report sent C. V. Ry.

REPORT AND OPINION.

The Commission finds the following facts :

That on March 6th, 1901, Edwin Kittredge was struck and killed by a train of the Central Vermont Railway while he was passing over a highway grade crossing two miles south of Bethel.

The train was a north bound passenger due at Bethel at nine o'clock a. m., and was running on its schedule time of about thirty-five miles an hour.

Mr. Kittredge was sixty-nine years of age and was familiar with the highway, the crossing, and the trains. He wore a fur coat with the collar turned up and was driving a spirited horse. The testimony of two witnesses establishes the fact that he made no stop on approaching the crossing; that he did not turn his head to look at the track; that he apparently had no knowledge of the train and drove upon the crossing directly in front of the engine. The testimony of four witnesses and the trainmen show that the crossing whistle was sounded at the whistle-post south of the crossing. The bell on the engine was equipped with an automatic ringer and was in motion at the time of the accident.

This crossing, approaching from the south, is not a dangerous one. The track is parallel with the highway and a view of it is unobstructed. Had Mr. Kittredge looked, before he drove upon the crossing, he could have seen the train and averted the accident.

The engineer, by reason of a curve in the track, did not discover the danger until too late to stop the train, though he used every means at his command.

The Commission therefore finds that the accident was not due to any neglect of duty on the part of the railroad company or its employees, but was occasioned solely by the neglect of Mr. Kittredge to observe ordinary prudence in attempting to cross the track.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,

Board of Railroad Commissioners.

No. 23.

IN RE RUTH JORDAN.

Fatal accident at highway crossing near White River Junction, on Central Vermont Ry., March 13, 1901.

Appearances; Chas. P. Tarbell, State's Attorney. C. W. Witters, for C. V. Ry. Wm. Batchelder, for family.

Docket entries:

March 15, 1901, report filed. March 19, 1901, ref'd. to Com'r Read. April 2, 1901, public investigation ordered. April 3, 1901, notice of public investigation given. April 10, 1901, public investigation at White River Junction. Four witnesses examined. May 2, 1901, copy of report sent to C. V. Ry.

REPORT AND OPINION.

The Commission finds :

That the accident occurred at a highway grade crossing about one-fourth mile south of the station at White River Junction.

Ruth Jordan, a child of the age of eight years, was struck and killed by a passenger train on the Central Vermont Railway. The train was running at about twenty-five miles an hour, the brake having been applied and the speed reduced on entering the yard. When the engineer first saw the child she was standing near the east rail and was not looking in the direction from which the train was approaching. He sounded a danger signal and the brake being on at the time he applied it with more force and opened the sand blower. The child turned so as to face the train and in so doing moved a step or two nearer the rail. Her action was observed by a switchman who shouted to warn her. She made no movement and was struck by the fender-beam of the engine. Her position at the time was such that two steps would have taken her out of danger.

The crossing whistle for this crossing was duly sounded and the bell was ringing at the time of the accident.

The only question is whether the train could have been brought to a stop after the danger was discovered.

The train consisted of only two cars both of which were equipped with air brakes in working order.

The engineer testified that by reason of a curve in the track he did not see the child until the engine was within ten or fifteen

rods of the crossing. The fireman stated that he saw the child as soon as she came within his view; that he was looking ahead and ringing the bell; that the engineer discovered her at about the same time and applied the brake. Both men state that it was impossible to stop the train before reaching the crossing. In the absence of any evidence to the contrary this is found to be the fact.

The Commission therefore finds that the accident was not due to neglect of duty on the part of the railroad company or its employes; that it was occasioned by the negligence of the child.

No evidence was presented to show how the child came to be at this point and until some proper reason for her presence is shown it must be considered negligence on the part of her parents to allow a child of such age to be on or about the railroad tracks.

JONATHAN ROSS,
LAVANT M. READ,
HENRY S. BINGHAM,
Board of Railroad Commissioners.

No. 26.

IN RE A. FARWELL.

*Fatal accident to trainman at Burlington, on Rutland R.
R. March 30, 1901.*

Appearances: Edmund C. Mower, State's Attorney. P. M. Meldon, for Rutland R. R.

Docket entries:

April 1, 1901, report filed and ref'd to Com'r Bingham. April 2, 1901, public investigation ordered. April 3, 1901, notice of public investigation given. April 9, 1901, public investigation at Burlington. Eight witnesses examined. April 19, 1901, affidavits filed. May 7, 1901, report issued. May 10, 1901, copy of report sent to Rutland R. R.

REPORT AND OPINION.

From the testimony of eight witnesses the Commission finds the following facts:

That on the morning of March 30th, a local freight train, which leaves Burlington for Rutland at 5:25 a. m., was being made up in the Rutland Railroad yard south of the station at

Burlington. The deceased was a brakeman on this train and was directed by the conductor to assist in shifting a freight car from a side track and in attaching it to the train. In this work he had charge of the coupling and directed the movement of the engine by signals. At the time of the accident he was out of the sight of the engineer and his signals were repeated by another brakeman.

The cars were equipped with the automatic coupler which is unlocked by a lever at the ends of the cars.

When the car from the side track, with others, was backed up to the train Farwell was on the west side and was seen at work at the coupling lever with the apparent purpose of disconnecting it at the proper time. He then gave the "stop" signal and passed in between the moving cars. The signal was repeated to the engineer but before the cars were brought to a stop Farwell was seen to fall. After a movement of fifty feet the cars were stopped and Farwell was found upon the ground. Both his legs were crushed and broken and he died the same day.

After the accident Farwell stated to the trainmen that he "slipped." To the yardmaster he said that he "stepped upon the brake-beam and slipped off."

No inspection of the car coupler which Farwell was attempting to operate was made at the time of the accident. The car next in the line was inspected and found to be equipped with a "Gould Coupler" in working order.

From affidavits filed by the Rutland Railroad on April 9, it appears that Farwell began work for the company on January 7, 1901; that before he commenced he was instructed by the trainmaster in the duties of brakemen and signed a certificate which stated that he had been shown the danger attending coupling freight cars and instructed how to avoid the danger; that he stated to another brakeman that at some previous time he had worked for three months as a brakeman.

The affidavit of a car inspector shows that a New York Central car, said to be the one which Farwell was attempting to uncouple, was inspected at Vergennes two days after the accident and the coupling found to be in working order.

The Commission finds that the fatal accident to Mr. Farwell was the result of carelessness on his part in passing in between the cars while they were in motion.

It is a matter of common knowledge that brakemen often

ride on the brake-beams of moving cars. From this fact and the statement of the deceased, that he stepped upon the beam and slipped off, it is probable that Farwell intended to uncouple his car and ride on its brake-beam to the main train; that before the engine and other cars were brought to a stop he slipped from the beam and was run over.

Montpelier, Vt., May 7, 1901.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,
Board of Railroad Commissioners.

No. 27.

IN RE JOHN JONES.

Fatal accident near Bennington on the line of the Bennington & Hoosick Valley Ry., April 6, 1901.

Appearances: J. J. Shakshober, State's Attorney; Geo. E. Greene, for Ry.; C. H. Mason, for family.

Docket entries:

Apr. 10, 1901, report filed. Apr. 11, 1901, ref'd to Com'r Bingham. Apr. 11, 1901, notice of public investigation given. Apr. 18, 1901, public investigation at Bennington. Eight witnesses examined. May 10, 1901, copy of report sent to Ry. Co.

REPORT AND OPINION.

At about 8 o'clock in the evening of April 6th, John Jones, of Bennington, was struck and killed by car No. 2 of the Bennington & Hoosick Valley Railway.

The car was in charge of a conductor and operated by a motorman. It was on its trip east from No. Bennington and was running at the usual speed of about sixteen miles an hour. The night was very dark and the rain was falling. The condition of the rails being wet and slippery.

As the car rounded a sharp curve, Mr. Jones was discovered seated in the center of the track with his feet toward the car. By reason of the curve and the darkness, he was not seen by the motorman until the car was within ten feet of him. The motorman turned off the power and applied the brake but was not able to stop the car before it struck and passed over Mr. Jones. It was brought to a stop within fifty feet.

The injured man received the attention of a physician who was on the car, but was so injured that he died in a few minutes.

The testimony of a witness who saw Mr. Jones a short time before the accident, and that of the physician, shows that the man was in an intoxicated condition at the time of the accident.

The car had an oil head-light and proper brakes. It was equipped with a fender, as required by Act No. 73 of the Laws of 1898. The fender was of the style and make approved by the Commission, March 22d, 1899.

The fender at the time of the accident was in the carry position, with its point raised a few inches above the rails. The motorman testified that he had no time to drop it to a contact with the rail. The track at this point is at the side of the highway and the bed is not graded to the tops of the ties. The position of the man upon the track render it probable that the result would have been the same had the fender been dropped to a contact with the rail.

The Commission, therefore, finds that the fatal accident to John Jones was the result of no neglect of duty on the part of the railway company or the persons in charge of the car; that it was the result of gross negligence on the part of Mr. Jones, who placed himself upon the track.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,

Board of Railroad Commissioners.

No. 32.

IN RE MRS. ELLEN DOWLING.

Serious accident at Lake St. crossing in City of St. Albans, on Central Vermont Ry., May 7th, 1901.

Appearances: N. N. Post, for State's Attorney. C. W. Witters, for C. V. Ry. F. W. McGettrick for Mrs. Dowling.

Docket entries:

May 10, 1901, report filed; ref'd to Com'r Ross; public investigation ordered. Aug. 10-12, 1901, notice of investigation given. Aug. 23, 1901, investigation continued to Oct. 7, 1901. Oct. 7, 1901, public investigation at St. Albans; seven witnesses examined. Dec. 11, 1901, meeting of Board. Report and opinion issued. Dec. 18, 1901, copy of report sent to C. V. Ry. and injured party.

REPORT AND OPINION.

On May 7th, 1901, Mrs. Ellen Dowling, of St. Albans, Vt., while crossing the tracks of the Central Vermont Railway at the Lake street crossing in the City of St. Albans, was struck by a car and so injured that it was necessary to amputate one limb.

The crossing in question is at the south end of the depot, and at this point Lake street is crossed by twenty-two tracks covering a space of three hundred and sixty feet. This crossing is protected by bells and signals, which are placed at the eastern and at the western tracks, and which are operated from a tower located a little east of the centre of the space occupied. It is the duty of the man in charge of these signals to start the bells for every train which passes over the crossing. Pedestrians are in the habit of passing over and upon the crossing notwithstanding the bells may be sounding. If the bells are ringing when a person starts to cross he receives due warning that some one of the tracks is or will be occupied by a train. If, however, the bell is started after he has passed it and while he is near the center of the crossing, then he receives little or no warning.

The accident to Mrs. Dowling occurred at track No. 7, which is a little west of the signal tower and east of the center of the crossing. A freight train was being made up and nine cars had been left on this track with the end or ninth car near the south side of the crossing. An engine and a number of cars backed up from the south on this track and four couplings were being made among those nine cars. The ninth, an empty coal car, was not coupled to the next in line. The conductor set the brake on this coal car and went south to make couplings. No person was left in charge of the end of the train and by reason of lines of cars on other tracks the engine could not be seen from the crossing. Four attempts to operate the automatic couplings were made, and each time the engine and cars were moved back a few feet and the coal car was struck and forced north over the crossing.

A little before the fourth movement Mrs. Dowling came upon the crossing, approaching from the west, and advanced as far as the track occupied by the train. It was then about eight o'clock at night and growing dark. She neither heard nor took notice of the bell at the western track though it was sounding at the time. As she approached track No. 7 the coal car was standing with its north end partly over the side-walk on the north side

of the street. There was a space of several feet between its south end and the next car in line. No trainmen were in sight. She saw no engine and no train movement. Other pedestrians passed around the north end of the coal car and after waiting a minute she attempted to do the same. As she did so the fourth attempt to couple was made and the train moved back with such force that it struck the coal car and forced it a car length over the sidewalk. Mrs. Dowling was struck by the car, thrown down and dragged for some distance, with resulting injuries.

At the point of the accident there is nothing except the sidewalk to show the exact width of the street, and there is no evidence to show whether she passed over the line of the established highway when she attempted to pass the car.

After the conductor set the brake on the coal car no trainman was at or near it, but the conductor knew that the brake did not hold the car, and that each time it was struck it was forced north onto the crossing.

Mrs. Dowling lives near the Lake street crossing, is familiar with the train movement at this point and understands the purpose for which the bells are sounded.

Examinations of this crossing made both in this case and also in connection with other matters shows that the use of Lake street crossing by pedestrians without regard to the bell signals has come to be an established custom. As there are train movements upon some one of the tracks almost constantly during the day, it is not reasonable to expect or demand that pedestrians shall remain outside the space covered by the total number of tracks while the bells are sounding. If this were done the crossing would be blocked for a large part of the time. But a person passing upon the crossing while the bells are sounding is thereby duly warned of the danger.

Of the twenty-two tracks which cross Lake street not more than six can properly be called main-line tracks. The remainder are used for shop connections, storage of cars, and for yard purposes.

At the time of the accident, track No. 7 was being used for yard purposes, for the shifting of cars, and the making up of a train.

The Commission is of the opinion that such a use of a highway grade crossing is not sanctioned by law. The right granted to the company to cross a highway does not give the right to use the public highway for shifting and making up of trains.

The Commissioners, therefore, find that at the time of the accident to Mrs. Ellen Dowling, the Central Vermont Railway Co. was using Lake street crossing in a manner and for a purpose not granted by its charter or the laws of the State. The Commissioners also find that Mrs. Dowling, being familiar with the crossing, the train movements, and the purpose of the bells, did not exercise proper care in attempting to pass around the car.

Montpelier, Vt., December 11th, 1901.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,
Railroad Commissioners.

No. 45.

IN RE E. J. DUNN.

Fatal accident to trainman at Island Pond, on Grand Trunk Ry., July 9, 1901.

Appearances; Franklin D. Hale, State's Attorney. L. L. Hight and Geo. N. Dale, for Ry. Carl Foss for family.

Docket entries:

July 15, 1901, report filed and ref'd to Com'r Ross. Aug. 17, 1901, notice of pub. investigation given. Aug. 29, 1901, public investigation at Island Pond. Ten witnesses examined. Sept. 3, 1901, report and opinion issued.

REPORT AND OPINION.

The Commissioners find :

That on July 9th, 1901 a gravel train, on which the deceased was employed as brakeman, was working on the tracks of the Grand Trunk Railway Company near Island Pond, Vt.; that it became necessary to attach a car on which was the gravel plow to the end of a train of twenty-three loaded cars; the plow car had been left at the end of a number of empty cars standing on a side-track; that the work train was backed into the siding and its end car coupled to the plow car; that it was then necessary to uncouple the plow car from the empty car next in line and to do this it was the duty of Mr. Dunn to disconnect the couplings by the use of the operating lever at the sides of the cars; that to

facilitate this movement the train was moved back a few feet and the strain on the draw bars being removed the deceased operated the lever and disconnected the couplers; that the slight backward movement separated the line of empty cars from the loaded train and these cars moved for a few feet; that the deceased then stepped into the space thus left between the cars and stood with his back to the train, which had come to a stop, and with his attention apparently directed to a steam shovel in operation nearby; that the backward movement of the train, made to release the couplers, had driven the draw-bars of the cars together, or caused the cars to bunch; that as soon as the train came to a stop the springs in the draw-bars expanded and as the "slack ran out" the plow-car was moved back a few feet; that the space into which Mr. Dunn had stepped was thus closed by the cars and he was caught between the draw-bars and so crushed that death resulted in a few hours.

The Commissioners find that the couplers which had been operated by the deceased were examined immediately after the accident and found to be automatic couplers and in good working order; that the action of the deceased in passing in between the cars was uncalled for and not in the line of his duty; that he had been in the employ of the company for ten months and had been frequently warned of the dangers attending the coupling of cars.

The Commissioners are therefore of the opinion that the fatal accident to Mr. Dunn was the result of no negligence on the part of the railroad company or its employees; but that it was due entirely to the uncalled for carelessness of the deceased.

Montpelier, Vt., September 3, 1901.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,

Railroad Commissioners.

No. 47.

IN RE ALEX McCONNELL ET ALS.

Derailment of Central Vermont Ry. train at White River Junction, August 5, 1901.

Appearances: Chas. P. Tarbell, State's Attorney. C. W. Witters, for C. V. Ry.

Docket entries:

Aug. 7, 1901, report filed and ref'd to Com'r Read. Oct. 11, 1901, notice of pub. investigation given. Oct. 24, 1901, public investigation at White River Junc. Seven witnesses examined. Nov. 20, 1901, report of Board issued. Nov. 23, 1901, copy of report sent to C. V. Ry.

REPORT AND OPINION.

The Commissioners find:

That on August 5, 1901, south-bound passenger train No. 2 of the Central Vermont Railway Company was wrecked in the north part of the White River Junction yard and three employees of the company received injuries;

That the accident was the result of a misplaced switch which caused the train to leave the main line track and thereby to collide with an engine standing on the side track;

That at the time of the accident the train was entering the yard on time and that all signals displayed indicated that the track was clear;

That by reason of the lines of freight cars and also the curve in the track the engineman and fireman were not able to discover the condition of the switch until it was too late to stop the train;

That it was the duty of a certain switchman to see that this switch was in proper condition for the train and that a short time before its approach this man had been reminded of his duty by the yardmaster; that this man had been in the employ of the company for five years and understood the duties assigned to him; that since the date of this accident he has been discharged by the company and is now supposed to be without the State.

In the absence of testimony to explain why and by whom this switch was left open, the Commissioners find that the person charged with the care of the switch was responsible for the accident.

The Commissioners therefore find that the accident was the result of neglect of duty on the part of switchman Benjamin Terrill.

The evidence in the above case discloses the fact that there are in the White River Junction yard nine switches which connect with the main-line track.

That the switches are in almost constant use in the shifting of trains;

That the semaphores which indicate to approaching trains the condition of the track and the right of way are not connected with or operated from these switches; that the switch targets are in many cases so placed as to give no warning of the danger from a misplaced switch;

That the safety of the traveling public is made to depend upon the care and faithfulness of the switchman;

Therefore, the Board recommends that in view of the number and importance of the trains passing through this yard that the company investigate the conditions and take measures looking to the installation of a system of semaphores so connected as to show the position of the switches leading from the main-line track.

Montpelier, Vt., Nov. 20th, 1901.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,
Railroad Commissioners.

No. 51.

IN RE FRANK CHAMBERS ET ALS.

Collision between trains of Central Vermont Ry., near White River Junction, August 31, 1901.

Appearances; Chas. P. Tarbell, State's Attorney. C. W. Witters, for C. V. Ry.

Docket entries:

Sept. 3d, 1901, report filed and ref'd to Com'r Read. Oct. 11th, 1901, notice of pub. investigation given. Oct. 24th, 1901. Public investigation at White River Junction. Four witnesses examined. Dec. 11th, 1901, report issued. Dec. 18th, 1901, copy of report sent C. V. Ry.

REPORT AND OPINION.

The Commissioners find as follows:

On August 31, 1901, at about 9.25 p. m., two trains of the Central Vermont Railway Co., designated as No. 10 and No. 79, met in head collision at a point three miles south of White River Junction, and thereby two passengers and two employees were injured.

The employees in charge of train No. 79 received at Windsor the following order:

"No. 10 will meet No. 19 and No. 79 at White River Junc." and at the time of the accident train No. 79 was running north to the meeting point according to the order.

Train No. 10 was a south-bound passenger train and was in charge of Conductor Michael Powers with Fred Maloney as engineer. At White River Junction both these men received copies of the above order. Under the rules of the company it was the duty of both men to ascertain that No. 19 and No. 79 had arrived at White River Junction before going south.

Conductor Powers did not make a personal examination of the train register at White River Junction, but, while about to do so, a remark of the operator at that office, the person from whom he had just received his order and who at the time was looking at the register, led him to believe that train No. 79 had arrived and been registered. Mr. Powers informed the engineer that No. 79 had arrived. The engineer made a hasty examination of the register and seeing the entry of No. 77, the last on the page, he made a mistake and read it as No. 79.

Train No. 19 having arrived and both Conductor Powers and Engineer Maloney being satisfied that No. 79 had registered, train No. 10 went on its way and collided with train No. 79.

After the danger was discovered it was not possible to stop the trains and prevent the accident.

The Commissioners find that the accident was caused by the failure of train No. 10 to wait at White River Junction according to its orders.

The accident was the result of error on the part of Conductor Powers and Engineer Maloney.

Conductor Powers has been in the employ of the company for twenty-nine years and has served fifteen years as a conductor. Engineer Maloney has served eighteen years as an engineer. Both these men are experienced and careful and have never before been the cause of an accident.

Under the circumstances of the case and in view of the fact that both these men have acknowledged their mistake and aided the Board with full statements of the facts, the Commissioners are of the opinion that the mistake was one which any careful man might make and that these men by a single error under such conditions ought not to lose the respect and confidence of the company or of the travelling public.

Montpelier, Vt., December 11, 1901.

JONATHAN ROSS,
LAVANT M. READ,
H. S. BINGHAM,
Railroad Commissioners.

No. 54.

IN RE H. E. JEWETT AND TWENTY-EIGHT OTHERS.

Collision between trains of Central Vermont Railway near East Granville on Sept. 11th, 1901.

Appearances: J. B. Donoway, State's Attorney. C. W. Witters, for C. V. Ry. F. A. Howland, for H. Bell. L. C. Moody, for F. Zurp and F. Gaball.

Docket entries:

Sept. 13th, 1901, report filed and ref'd to Com'r Read. Oct. 11th, 1901, notice of public investigation given. Oct. 23d, 1901, public investigation at Montpelier; seven witnesses examined. May 6th, 1902, meeting of Board; report and opinion issued. May 8th, 1902, copy of report sent to C. V. Ry.

REPORT AND OPINION.

About 7:03 a. m. of September 11th, two Central Vermont Railway trains, designated as Extra 35 and Extra 205, met in head collision just north of East Granville depot and twenty-nine persons, all employees of the company, were injured.

Train No. 35 was a work train and was running south to East Granville under orders received at Roxbury, directing it to run extra and with right of track until 7:10 a. m.

Train No. 205 was a freight train north-bound with orders received at Randolph to run to Roxbury. East Granville was not a telegraph office and all orders for No. 205 were given to it at Randolph.

The train dispatcher in charge of the train movement on the

day in question testified that he gave to the operator at Randolph a certain order for the movement of train No. 205, which ended with the words—"Exa. 205 will not pass East Granville until seven ten (7:10) a.m."

The order as delivered to the persons in charge of No. 205 did not contain these words. Train No. 205 did not wait at East Granville as it would have done had such an order been received. The accident was caused by the failure of Train No. 205 to receive orders to wait at East Granville until the arrival of No. 35.

The operator in charge of the telegraph at Randolph testified that the words above quoted were not given him by the dispatcher.

The testimony of the dispatcher and the operator being directly contradictory, and there being no other evidence on this point, the Commission is not able to find which of the two men failed in their duty.

The Commission therefore finds that the accident was the direct result of neglect of duty on the part of either Train Dispatcher Gilbert W. Groom, or of Operator Richard J. Sweeney. Both these men have now left the service of the company.

The employees in charge of the two trains were without fault. Montpelier, Vt., May 6, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

May 6, 1902.

By reason of illness Commissioner Read, who sat in this investigation, does not join in the report.

Attest,

ERWIN M. HARVEY,

Clerk.

No. 66.

IN RE EDWARD BHUR.

Fatal accident at Finley bridge crossing in Bethel on Central Vermont Ry., September 26th, 1901.

Appearances: Chas. P. Tarbell, State's Attorney. C. W. Witters, for C. V. Ry.

Docket entries:

Sept. 26th, 1901, report by telegraph. Oct. 2d, 1901, notice of public investigation given. Oct. 9th, 1901, full report filed. Oct. 11th, 1901, public investigation at Bethel. Eleven witnesses examined. Nov. 5th, 1901, meeting of Board. Report issued. Nov. 23d, 1901, copy of report sent to C. V. Ry.

REPORT AND OPINION.

The Commissioners find:

That on Sept. 26, 1901, Edward Bhur, of Bethel, Vt., while attempting to cross the track of the Central Vermont Railway at a highway grade crossing, known as the Finley Bridge Crossing, in the town of Bethel, was struck and killed by southbound passenger train No. 8; that at the time of the accident the train was running on its regular time and that it was not possible to stop the train after the danger was discovered; that the crossing whistle was duly sounded and that the bell was rung and was ringing at the time of the accident; that the crossing is a very blind and dangerous one and is protected by an electric bell signal; that this signal was in working order and its bell was ringing at the time of the accident; that as the deceased approached the crossing he met other travelers who had just passed over and who saw the train, heard the electric bell, and warned him not to try to pass over the crossing; that notwithstanding this warning and with the train in full view the deceased drove directly upon the track in front of the train.

The above facts being fully established by the testimony of disinterested witnesses, the Commissioners find that all statute requirements of bell and whistle were duly complied with; that there was no neglect of duty on the part of the Central Vermont Railway Company or its employees; that the accident was the result of gross carelessness on the part of Edward Bhur.

Montpelier, Vt., November 5th, 1901.

JONATHAN ROSS,

LAVANT M. READ,

H. S. BINGHAM,

Railroad Commissioners.

No. 67.

IN RE H. M. MILLER ET ALS.

Collision between trains of Central Vermont Ry. at White River Junction, October 5, 1901.

Appearances: Chas. P. Tarbell, State's Attorney. C. W. Witters, for C. V. Ry. Geo. B. Young, for B. & M. R. R.

Docket entries:

Oct. 9th, 1901, report filed and ref'd to Com'r Read. Oct. 11th, 1901, notice of public investigation given. Oct. 24th, 1901, public investigation at White River Junc. Hearing continued to Nov. 12th, 1901. Nov. 8th, 1901, hearing continued to Nov. 20th, 1901. Nov. 20th, 1901, public investigation at White River Junc. Seventeen witnesses examined. March 7th, 1902, report issued. March 11th, 1902, copies of report sent to C. V. Ry. and to B. & M. R. R.

REPORT AND OPINION.

The Commission finds the following facts:

On October 5, 1901, train No. 9 of the Central Vermont Railway entered the White River Junction yard from the south and collided with freight train No. 86, with resulting damage to rolling stock and injury to one passenger and two employees.

No. 9 was a passenger train north bound from Windsor and due at White River Junction at 8:05 a. m. No. 86 was a freight train in charge of employees of the Boston & Maine R. R., but at the time of the accident it was on the tracks of the Central Vermont Railway, and under a traffic agreement between the two companies it was a train of the latter company.

No. 86 was being made up in the southern part of the yard and at about eight o'clock was on the main line track. The employees in charge of the train knew that No. 9 was due at the depot above at 8:05 a. m., and started to clear the line by backing the train onto a side track. While this was being done No. 9 entered the yard at a rate of speed of about twenty-five miles an hour and ran into the engine attached to No. 86.

At the southern end of this yard there is a semaphore signal which is operated under the following rules:

"When arm is in a perpendicular position, or white light is displayed, north-bound trains may enter the yard.

"When arm is in a horizontal position, or red light is displayed, north-bound trains must not pass the painted post located south of south switch."

The engineer and the fireman of train No. 9 testified that when their train entered the yard the semaphore indicated that the track was clear, but that as they were about to pass the semaphore it suddenly changed and displayed the stop signal. That after the signal was changed it was not possible to stop the train and prevent the accident; that the air was thick with fog and that the freight train was not discovered until just as the accident occurred.

The evidence of three disinterested witnesses, as well as that of the crew of No. 86 and the switchman, establishes the fact that though the morning was foggy the semaphore signal could be seen and that its arm was in a horizontal or "stop" position at the time No. 9 entered the yard and that it was not changed as claimed by the engineer of No. 9.

If this signal had been obeyed by train No. 9 the accident would not have occurred.

The attention of the Commission has been called to the following rules of the Central Vermont Railway Co., viz.:

No. 386. "When a train of inferior class meets a train of superior class on single track, the train of inferior class must take the siding and clear the train of superior class five minutes. A train of inferior class must keep five minutes off the time of a train of superior class following it."

No. 391. "A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do this it must be immediately protected as provided in rule No. 399."

It is claimed by the representative of the company that under the above rules Train No. 86 should have cleared No. 9 by the space of five minutes; that if this had been done no damage would have resulted by the failure of No. 9 to stop at the signal; that if it was not possible for No. 86 to clear the time of No. 9 by five minutes a flag man should have been sent out to stop No. 9.

The employees in charge of Train No. 86 contend that these rules do not apply to the present case; that the semaphore signal furnished all necessary protection; and that they were within their rights in the use of the main-line track; that No. 9 was running ahead of its time.

Under the rules as above stated the Commissioners are of the opinion that the employees in charge of Train No. 86 had a right to assume that Train No. 9 would obey the semaphore signal and come to a stop before entering the yard; that the semaphore furnished all necessary protection for Train No. 86.

The Commissioners therefore find that the mistake and neglect of duty on the part of Engineer C. P. Smith, in failing to stop Train No. 9 at the semaphore, was the primary cause of the accident.

Montpelier, Vt., March 7, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

Commissioner Read, who sat in this investigation, was not able to sign this opinion because of continued illness.

ERWIN M. HARVEY,

Clerk.

No. 69.

IN RE ALBERT COREY.

Rear end collision between trains of Boston & Maine R. R. near Passumpsic on October 14, 1901.

Appearances: Walter A. Dutton, for State's Attorney. Geo. B. Young for B. & M. R. R. Harrison Corey, father of victim, pro se.

Docket entries:

Oct. 18th, 1901, report filed and referred to Com'r Ross. Nov. 20th, 1901, public investigation ordered. Nov. 22d and 26th, 1901, notice of public investigation given. Dec 12th, 1901, public investigation at St. Johnsbury. Five witnesses examined. Feb. 4th, 1902. Report issued. March 11th, 1902, Copy of report sent B. & M. R. R.

REPORT AND OPINION.

On October 14, 1901, at about 4.30 p. m., train extra No. 272, a north-bound freight of the Boston & Maine R. R. Co., when near Passumpsic, ran into the rear of way freight train No. 81. The caboose of the latter was wrecked and Albert Corey who was in the caboose was killed.

Train No. 81 left Wells River at 2.19 p. m., being about two hours late. It was a way freight and made stops at all stations. It had no orders, being a regular train. At a gravel-pit siding a little south of Passumpsic the cars of this train were left on the main-line while the engine was used to move cars on the siding.

Under the rules of the company the rear of the train should have been protected by torpedoes placed at least 3,000 feet back and also by a flagman stationed at least 2,500 feet back of the train.

The rear brakeman of No. 81 had been in the employ of the company but five weeks and at this time discharged his duties under the immediate direction of the conductor. He placed torpedoes on the track less than two hundred feet in the rear of the train and remained near them with a flag. He was informed by the conductor that it was not necessary to go back to protect the train for this short stop but that he was to remain there because of a stop which the train was to make at a point further north.

The conductor and the engineer of No. 81 were notified by signals carried on the engine of the mail train which had passed them at Barnet that a train was following.

Train No. 272 left Wells River at 3.55 p. m. under orders to run extra to Lyndonville. The persons in charge knew that No. 81 was late but had no knowledge of its whereabouts. As this train passed East Barnet a green flag was displayed which signified that a passenger train north-bound had passed within five minutes or a freight train within ten minutes, and was a signal to run carefully until the way was known to be clear. At a point a little south of the place where No. 81 was standing there is a curve. Train No. 272 rounded this curve at a rate of speed of about twenty-three miles an hour and crashed into the caboose of No. 81. The torpedoes and flag in the rear of No. 81 were too near the train to afford any warning of the danger until it was too late to stop No. 272.

The Commissioners are of the opinion that the accident was due primarily to the neglect of duty on the part of E. H. Brown, conductor of No. 81, in failing to protect his train according to the rules of the company.

The engineer of No. 272 was negligent in running at such a high rate of speed after passing the caution signal at East Barnet.

The conductor of No. 272 should have seen that his train proceeded with more care.

The engineer of No. 81 was required by the rules of the company to sound his whistle and call for a flagman to protect his train. The Commissioners are informed that though this is required by the rules it is often omitted.

Albert Corey, the victim of this accident, was not in the employ of the company. Train No. 81 was not a passenger train and he paid no fare. He was in the caboose by the consent of the persons in charge of the train but in direct violation of the rules of the company.

Montpelier, Vt., February 4th, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

Feb. 4, 1902.

Commissioner Read, by reason of continued illness, does not join in this opinion.

ERWIN M. HARVEY,

Clerk.

No. 73.

IN RE BION PIKE.

Fatal accident to trainman on Hoosac Tunnel & Wilmington R. R. at Whitingham, November 11, 1901.

Appearances: Geo. A. Weston, State's Attorney. A. A. Butterfield, for R. R. C. E. Chase, for Pike Est.

Docket Entries:

Nov. 14th, 1901, report filed and referred to Com'r Bingham. Dec. 11th, 1901, public investigation ordered. Dec. 13th, 1901, notice of investigation given. Dec. 28th, 1901, investigation continued and notice given. Jan. 4th, 1902, notice of public investigation given. Jan. 14th, 1902, notice of investigation continued given. Feb. 5th, 1902, notice of investigation on Feb. 11th given. Feb. 11th, 1902, public investigation at Whitingham. By agreement, testimony heard by Com'r. Bingham and the clerk and case reported to Board for opinion; four witnesses examined. March 18th, 1902, meeting of Board; report issued. March 21st, 1902, copy of report sent to R. R. Co. and C. S. Chase, Att'y.

REPORT AND OPINION.

At Whitingham, Vt., on Nov. 11, 1901, Bion Pike, a brakeman on mixed train No. 3 of the Hoosac Tunnel & Wilmington R. R. was run over and killed by his train.

On the day of the accident this train had freight car, No. 56, which was to be set out at Whitingham. As the train approached this station from the south, brakeman Pike went down between car No. 56 and the next car in the train. His purpose was to pull the pin of the coupling, cut the train in two while it was yet in motion, and with car No. 56 at the rear end of the front section go north to the siding, leaving the rear section to be brought to a stop by the men in charge of it. Car No. 56 of the company was equipped with the old style of link and pin coupling. While the train was in motion Mr. Pike pulled the pin and gave a signal for the front section to go ahead. The two parts of the train were thus separated but both were in motion. Mr. Pike was next seen on the rails at a point about ten feet behind the front section and directly in front of the cars of the rear section, four cars of which passed over him.

Car No. 56 of the Hoosac Tunnel & Wilmington R. R. is a box car. The ladder is on the side of the car. On the end next to this ladder there had been two iron rods bolted to the car. These were each about eighteen inches in length and were placed parallel, one near the top and one at the bottom of the car. Their position was such as to afford a hand-rod and a foot-rest for a man passing from the side ladder to the draw-bar. This car was not examined on the day of the accident but some of the witnesses saw it on the following day. An examination at that time showed that the lower, or foot-rod above mentioned was missing, and from the broken parts and the car end, it was clear that it had not been in place on the day of the accident, and that it had been missing for some time.

With this foot iron missing, Mr. Pike had no foothold on the end of the car other than the draw-bars. After the train was cut in two there was nothing for him to stand on except the draw-bar of car No. 56.

From the evidence it appears that after Mr. Pike gave the signal he fell from the end of the car and was run over and killed by the cars of the rear section which was following.

The method adopted by Mr. Pike to set out the car at Whitingham was one which had once been common on trains in charge

of Mr. Pike and the conductor in charge of this train. Under some changes in the speed of trains this method had not been used for some time. The conductor of the train had given no instructions to Mr. Pike in regard to this car and did not know that Pike was to cut the train. Mr. Pike acted on his own responsibility in the matter.

The Commission finds that the act of Mr. Pike was not directed by the conductor or any person in charge of the train; that it was an act which was not necessary for the proper discharge of his duty as brakeman; that the method employed by Mr. Pike to set out the car was careless and dangerous; that the careless and reckless conduct of Mr. Pike was the primary cause of the accident.

The evidence does not show whether or not Mr. Pike knew that the iron was missing before he attempted to pass between the cars, or to what extent the lack of this iron contributed to the accident.

Another car of this company was shown to the Commission by the conductor of this train, who stated that it was equipped with a ladder and end irons similar to car No. 56. An inspection of this car shows that to pass from the side ladder to the draw-bar, and to maintain a footing on the latter without the use of the foot-iron is very difficult, and on a train in motion would be very dangerous.

The evidence in this case shows that this iron had been missing for some time and the condition of the car must or should have been known to the proper officers of the company. The hand and foot rods on car No. 56 were placed there for the use and safety of the trainmen. Similar irons are in place on other cars of this line. The track of this company is not of standard gauge and no foreign cars are in use. An employee of this company has a right to assume that the rolling stock is in proper condition and that all steps and irons are in place and maintained in a safe and proper manner.

The Commission is of the opinion that under the facts as found, the Hoosac Tunnel & Wilmington Railroad Company, in allowing car No. 56 to be run over its lines with the steps or irons in a defective condition, was guilty of a neglect of duty.

Montpelier, Vt., March 18th, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 74.

IN RE EURICO H. BALDWIN.

Fatal accident to engineman of Central Vermont Railway at Vernon, Dec. 3, 1901.

Appearances: Geo. A. Weston, State's Attorney. C. W. Witters, for C. V. Ry. C. C. Fitts, for Estate of E. H. Baldwin.

Docket entries:

Dec. 4th, 1901, report by telegraph. Dec. 7th, 1901, full report filed and referred to Com'r Read. Dec. 11th, 1901, public investigation ordered. Dec. 13th, 1901, notice of public investigation given. Dec. 30th, 1901, public investigation at Brattleboro. By agreement of parties testimony was taken by Commissioner Read and the Clerk. July 17th, 1902, report and opinion issued.

REPORT AND OPINION.

At Vernon, Vt., on December 3d, 1901, Eurico H. Baldwin, engineer of train No. 17 of the Central Vermont Railway, was killed in a collision between his train and cars of train No. 78.

Train No. 17 was a north-bound passenger train from Millers Falls to Brattleboro and consisted of one passenger car, one combination car and engine No. 37. It was made up at Millers Falls, and because there was no turn-table at this point, the engine was run with the tender forward. It was equipped for this service with a pilot on the tender. At Millers Falls the engine was coupled to the cars and the air brakes were tested and found to be satisfactory. The gauge in the cab indicated a train line pressure of seventy pounds. The pump was equipped with an automatic governor. The fireman testified that this pump was properly oiled and was running when the train left Millers Falls. The air-brake was applied for stops at three stations and was also used to bring the train under control near Central Park. The fireman did not discover any trouble with the brakes.

At South Vernon orders were received to meet freight train No. 78 at Vernon. This station was also a regular stopping place for this train.

About one-half mile south of Vernon the engineer applied the air-brake in order to bring the train under control for the stop. The train was then running down grade at its usual speed.

The air-brakes did not respond. The fireman states that it "did not sound right"; that "it sounded as if it didn't have

much air." The engineer at once gave the signal for the hand brakes, applied the air at emergency, and reversed the engine. The air-brake failed to operate. The hand brake on the passenger car was applied by the conductor. The speed was reduced but the train did not come to a stop.

Train No. 78 was waiting upon the side track at Vernon. It filled the side track and a number of its cars were over the north switch and obstructed the main line north of the depot. Train No. 17 passed the depot and ran into these cars.

Engine No. 37 was thrown from the track. Engineer Baldwin, having used every means at his command to stop the train, jumped from the engine before it struck. He struck against a mail-post and fell under the wheels. His injuries were such that he died within an hour. He made no statement in regard to the accident.

After the accident the fireman and the express messenger went to the engine. The fireman shut off the steam. He states that he did not notice the air pump but is sure that Mr. Baldwin did not shut off before he jumped. The express messenger testified that he noted that the engine had been reversed and that the air pump was not working.

Mr. William Dobson, master mechanic in charge of the motive power on this division, testified that engine No. 37 had been in the service for some time but was in good working order; that the air pump was inspected and repaired in July, 1901; that at that time he noticed a sag or defect in the side of the steam cylinder near the top; that this did not interfere with the working of the pump and therefore no change was made; that he tested the pump a few days after the accident and found it to be in working order; that the pump had not been repaired or changed.

Two engineers who had used the engine a few days before the accident stated that the pump and air service were in proper order. One engineer who used the engine for two days after the accident testified that the pump was in order.

There was an air gauge in the cab which showed the pressure in the reservoir and also on the train line. A failure of the pump to work would be shown by a low pressure of the air. The air-reservoir should have held air enough for one application or stop. If the air had been at proper pressure when Mr. Baldwin applied the brake at Vernon the brake would doubtless have responded. If the pressure had been low, by reason of the failure of the pump, the gauge would have shown it, and necessary pre-

cautions could have been taken to control the speed of the train.

The Commission finds that the accident was the result of the failure of the air-brakes; that the cause of this failure does not appear from the evidence.

In the absence of testimony to explain why the brake did not respond, or to show the exact condition of the air service on the day of the accident, the Commission does not find that the Central Vermont Railway Company is guilty of any neglect of duty:

July 17, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 78.

IN RE JOHN LEIVENDALE.

Fatal accident at Barre depot on Montpelier & Wells River R. R., December 17, 1901.

Appearances: Richard A. Hoar, State's Attorney. J. P. Lamson, for M. & W. R. R. R. Gordon & Jackson, for family.

Docket entries:

Dec. 19th, 1901, report filed. Dec. 20th, 1901, ref'd to Com'r Ross. Jan. 30th, 1902, notice of public investigation given. Feb. 4th, 1902, public investigation at Montpelier. Seven witnesses examined. Mch. 18th, 1902, meeting of Board. Report issued. Mch. 20th, 1902, copy of report sent to M. & W. R. R. R.

REPORT AND OPINION.

About noon Dec. 17th, 1901, at Barre, Vt., suburban train No. 55 of the Barre Division of the Montpelier & Wells River R. R. ran over and killed John Leivendale, a boy of about eleven years of age.

Barre is the last station on this line, and after a stop at the depot platform to discharge passengers, the train started down the yard to prepare for its return trip to Montpelier. The train consisted of one combination car and one freight car in addition to the engine. As the train started to leave the platform the boy was seen on the track under the rear trucks of the last car. He was not seen by any person in charge of the train and was not in front of the train when it started. After the cars passed, the

body was found on the rail. There were no evidence tending to show how the boy came to be on or near the train. He was not a passenger and had no business on the train. There is no evidence as to his movements prior to the time that he was seen under the car.

The Commission finds that the accident was not due to any neglect of duty on the part of the persons in charge of this train.

Montpelier, Vt., March 18, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 79.

IN RE FRANK STACEY.

Fatal accident at crossing in Burlington, on line of Central Vermont Ry., December 12, 1901.

Appearances: Edmund C. Mower, State's Attorney. C. W. Witters, for C. V. Ry. V. A. Bullard and F. L. Graves, for Estate of Frank Stacey.

Docket entries:

Dec. 20th, 1901, report filed and ref'd to Com'r Read. Jan. 4th, 1902, notice of public investigation given. Jan. 28th, 1902, public investigation at Burlington. Eight witnesses examined. Feb. 4th, 1902, meeting of Board. Report issued. March 11th, 1902, copies of report sent to C. V. Ry. and to attorneys for estate of Frank Stacey.

REPORT AND OPINION.

At Burlington, Vt., December 12, 1901, at about 6:50 a. m., Frank Stacey, of Burlington, was struck and killed by an engine of the Central Vermont Railway Company.

The accident occurred in the Burlington yard at a point north of the depot and at a roadway which passes diagonally across the tracks from Lake street to the lumber yards of Booth & Co.

The deceased was in the employ of the Baldwin Refrigerator Co., whose works are on Lake street near this crossing. He had come to his work, and while waiting for the starting time to come, approached the tracks.

At about this time two engines were backed down from the engine house to the depot to take out the morning trains. Engine No. 100 came first, and in passing over the crossing must have been seen by Mr. Stacey. Engine No. 43 followed at a little distance. Both engines whistled for the crossing and No. 43 had its bell in motion. Mr. Stacey stepped upon the main line track of the Central Vermont Ry. after No. 100 had passed, and was struck and killed by engine No. 43. His danger was noted by parties nearby and a section man shouted to warn him, but was not able to attract his attention. When struck he was standing near the west rail and looking westerly across the tracks. He was not seen by the enginemen of No. 43, who had no knowledge of the accident until after Mr. Stacey was struck. The engine was backing down and the engineer, being on the opposite side from Mr. Stacey and having his view obstructed by the tender, was not in a position to note the danger. The engine was running at a very low rate of speed and, had the danger been discovered by the engineer, the accident could have been averted. The bell was ringing at the time of the accident, and it is clear that had Mr. Stacey looked north he could have seen the approaching engine and moved out of danger. An inspection of the premises shows that there is no obstruction to the view for some distance north of this point.

The rules of the company require that when an engine is running backward in the night that a white light shall be carried on the rear of the tender. As the accident occurred at about 6:50 a. m., and all witnesses agree that there was sufficient light to show an approaching train, the Commission is of the opinion that such a signal was not required.

An employee of the railroad is in charge of the switches and tracks at or near this crossing. He was not on duty at this point at the time of the accident. The evidence shows that he often warns persons passing over this crossing, of the approach of trains. From the nature of his duties it is clearly shown that he is not stationed at this crossing as a flagman and cannot be charged with the duty to protect the crossing at all times.

The engineer of No. 43 testified that he regards this crossing as a public way, and that on the morning of the accident he sounded a crossing whistle when at a point some distance away and caused the bell to be put in motion. The signals required for an approach to a highway grade crossing having been duly sounded, it is not necessary to determine whether this crossing is or is not a public highway grade crossing.

When first noted by some of the witnesses Mr. Stacey was standing on the track, and he remained there until struck by the engine. It does not appear that he had any occasion to cross the tracks or any business at this point. As far as known his hearing was not defective and no reason can be given for his failure to note the approaching engine.

The Commission therefore finds that the fatal accident to Frank Stacey was due to no neglect of duty on the part of the Central Vermont Railway Company or its employees, but was the direct result of carelessness on the part of Mr. Stacey.

Montpelier, Vt., February 4, 1902.

JONATHAN ROSS,
H. S. BINGHAM,
Railroad Commissioners.

No. 82.

IN RE S. E. PINGREE ET ALS.

Rear end collision between trains of the Central Vermont Ry. and Boston & Maine R. R. at White River Junction, December 27, 1901.

Appearances: Chas. P. Tarbell, State's Attorney. C. W. Witters, for C. V. Ry. Geo. B. Young, for B. & M. R. R.

Docket entries:

Dec. 31st, 1901, report filed. Jan. 1st, 1902, ref'd. to Com'r Read. Jan. 4th, 1902, notice of public investigation given. Jan. 29th, 1902, public investigation at White River Junction. Seven witnesses examined. Mch. 20th, 1902, copy of report sent to C. V. Ry. Copy of report sent to B. & M. R. R.

REPORT AND OPINION.

At about 8:33 p. m., on December 27, 1901, passenger train No. 19 of the Central Vermont Ry. Co. entered the White River Junction yard from the south and ran into the rear of freight train No. 77, which was standing on the main line track. Five passengers received slight injuries, and rolling-stock and equipment were damaged.

Train No. 19 was due at White River Junction at 8:15 p. m. but was about twenty minutes late.

At the south end of this yard there is a semaphore signal which is operated under the following rules, which are found on page 78 of the Rules and Regulations of the Central Vermont Ry. Co., to wit :

“When arm is in a perpendicular position, or white light is displayed, north-bound trains may enter the yard.

“When arm is in a horizontal position, or red light is displayed, north-bound trains must not pass the painted post located south of south switch.”

The above rule is under the sub-division of “Fixed Signals and Grade Crossings,” the first paragraph of which is as follows :

“These signals must be strictly observed, and when in a position to STOP TRAINS, no train or engine will pass such signal until signaled that ALL IS RIGHT, except in case of accident to the signal, when an order to pass, from the man in charge of the signal, will be observed, first sending a flagman ahead.”

When No. 19 approached this semaphore the signal was white to indicate that the track was clear for the train to enter the yard. The train therefore passed north at a rate of speed of about fifteen miles an hour. At a point twenty-five or thirty rods north of this semaphore, the engineer of No. 19 suddenly discovered a light ahead and at the same time saw the cars of No. 77 upon the main line. The train could not be brought to a stop in time to prevent the accident. The persons in charge of train No. 19 had no knowledge that the track was obstructed and relied upon the semaphore signal which gave the train the right to a clear track.

Train No. 77 was a freight, north bound, from Windsor. When it entered the yard from the south the red light, or stop signal, was displayed at the semaphore. The train came to a stop and a flagman was sent back to protect the rear. The signal was then changed to white and the train passed north of the semaphore, which then changed to red. The flagman followed the rear of the train until it was north of the semaphore. To distribute the cars and clear the line it became necessary to back the train toward the semaphore and the flagman was sent to protect the train in case its rear end passed south of the semaphore. The testimony of this man shows that at this time the signal was red; that when he reached the curve below it was changed to white, by agreement with the man in charge; it was

then red for the space of about three minutes, after which it again displayed the white signal; that soon after, he heard a signal which he supposed was made to recall him; that he looked at the semaphore, and seeing the white light, he believed that his train had cleared the line. He was at a point south of the semaphore when No. 19 entered the yard, but he believed that he had discharged his duty and thus he did not stop the train. After the accident he learned that though the proper signal was given that it was not given by the engine of his train and was not intended for his recall.

The light seen by the engineer of No. 19 just as he discovered the cars of No. 77 was displayed by a brakeman of No. 77, who heard No. 19 approaching, saw the danger, and did all in his power to prevent the accident.

From the facts as above stated, the Commission is of the opinion that the persons in charge of No. 19 are not responsible for this accident. They obeyed all signals and are charged with no neglect.

The Conductor of No. 77 did everything necessary to protect his train. In the use of the main line he acted under the direct orders of the yard-master.

The brakeman of No. 77, who acted as flagman, fully discharged his duty in protecting his train. The fact that he obeyed a signal which was not intended for him is not material in this case. The train was north of the semaphore and should have been protected by it. With this signal set for a clear track, this man had every reason to suppose that his train had been moved from the main line.

From the evidence in this case, as well as from facts found in the case of *In re Miller*, the Commission is of the opinion that the employees of the Central Vermont Railway Company have reason to believe that this semaphore signal is located and operated for the purpose of protecting not only trains about to enter the yard, but also trains standing on the tracks at points north of this signal; that it was not the intention and there is no occasion for the use of flagmen to protect trains within the limits of this signal.

Joseph E. Carroll, who was in charge of this semaphore on the night of this accident, was killed in an accident which occurred a few days prior to this investigation.

A statement made by Mr. Carroll to the flagman of No. 77 indicated that the signal was set at white and train No. 19

allowed to pass because the caboose of No. 77 having been moved to a side track, Mr. Carroll supposed that No. 77 was clear of the main line.

The Commission finds that this accident was caused by the wrong signal displayed at the semaphore. From the evidence at hand, Mr. Carroll, who was in charge of this semaphore, must be held responsible.

The Commission is of the opinion that the semaphores of the Central Vermont Railway yard at White River Junction, as they are now operated, are a danger rather than a protection. When trains are allowed to pass them, the persons in charge assume that the track to the depot is clear and thus proceed at a higher rate of speed than they would if no signal was given. As the southern semaphore is now located and equipped, the Board, from the evidence at hand, is of the opinion that the person in charge of this semaphore has no accurate knowledge of the condition of the track to the north. He is employed in the discharge of certain duties as switchman and he has only a general knowledge of the movements which are outside his range of vision. A person in charge of a semaphore should not be allowed to take it for granted that the track is clear.

The Commission recommends that the semaphores in the White River Junction yard be changed and so located and equipped that they will give positive and accurate information as to the condition of the tracks which they govern; that pending such changes all trains enter this yard under full control and at a low rate of speed.

The Commission is of the opinion that the business and general conditions of this yard demand that it be equipped with switches and semaphores which shall be operated from a central tower and which shall fully control the train movements.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 83.

IN RE MRS. OLIVE MARTIN AND FRED CLEVELAND.

Fatal accident at City of Barre on line of Barre & Montpelier Power and Traction Company, January 6, 1902.

Appearances: F. A. Howland, acting State's Attorney. R. A. Brown, for Ry. John G. Wing, for Fred Cleveland and Martin Estate.

Docket entries:

Jan. 11th, 1902, report filed and ref'd to Com'r Ross. Jan. 29th, 1902, public investigation ordered. Jan. 30th, 1902, notice of public investigation given; investigation adjourned. Feb. 28th, 1902, notice of investigation given. March 6th, 1902, public investigation at Montpelier. Twelve witnesses examined. March 18th, 1902, report issued. March 20th, 1902, copies of report sent to Ry. Co. and attorney for Cleveland and Martin Estate.

REPORT AND OPINION.

At Barre, Vt., on January 6, 1902, car No. 16 of the Barre & Montpelier Power & Traction Company, which operates electric street cars in the streets of Barre, while passing south on Main street, struck a sleigh in which were Mrs. Olive Martin and Mr. Fred Cleveland. The sleigh was demolished, both persons were throw out, and Mrs. Martin received fatal injuries.

The car was a vestibule enclosed car, operated by electric motors from power supplied from an overhead trolley wire. It was equipped with hand ratchet brakes and Parmenter fenders.

The car was due to leave the southern end of the line on Main street at 5:45 p.m., and was approaching the terminal when the accident occurred. Elmore street leads westerly at right angles from Main street at a point about 175 feet from this terminal. When the car was opposite the head of Elmore street the team suddenly appeared directly in front of the car. The motor-man rang the bell, applied the brake, released it, and reversed the motor. The car was brought to a stop at a point which was noted at the time and which has since been found to be 126 feet from the middle of Elmore street.

Mr. Cleveland appeared before the Commission and testified that he drove out upon Main street from Elmore street; that he intended to cross the track and go north on the easterly side of Main street; that he did not think of the car, and that neither

he nor Mrs. Martin noticed its approach until the horse was upon the track; that when he came out of Elmore street he was leaning over the side of the sleigh to adjust the robes and was not looking in the direction from which the car came; that when he left the house it was 5:35 p.m., and he knew that a car was due to leave the southern end of the line at 5:45 p.m.

From the head of Elmore street a car approaching from the north can be seen for more than forty rods. On the evening of the accident there was a light over the center of Main street at a point opposite Elmore street. There was a headlight upon the car and also lights within it.

The car track is in the middle of Main street, which is of sufficient width to afford a driveway of about fifteen feet on each side of the track.

The motorman testified that he was running slowly, as the car was near the end of the line and the power had been shut off before he saw the team.

The officers of the company testify that the fender, brakes and all equipment of the car were in working order.

The fender struck the sleigh and was bent and broken.

After the car came to a stop Mrs. Martin was found under the front platform with her body against the life-guard.

From the evidence, the Commission finds that the rate of speed was not excessive; that the occupants of the sleigh could have seen the approaching car and avoided the danger.

The Commission is of the opinion that the accident was the result of carelessness on the part of the persons injured. They knew that a car was about to pass over this line. It was an act of negligence to drive from Elmore street directly upon the car track without looking for the car.

The fact that the car ran about 126 feet from the point of the accident has been considered by the Commission. The superintendent of the company testified that a car running at the rate of speed of six or seven miles an hour on a good rail can be brought to a stop within sixty feet; that by the use of the reverse power a stop can be made within thirty feet.

In such cases the distance within which a car can be stopped depends upon the condition of the rail, the brakes, and the amount of power that can be use for the reverse.

It appears that on the day of the accident the rail was slippery and not in proper condition for an abrupt stop; that the motorman used both the brake and the reverse power.

It is probable that the result would have been the same to the injured parties if the car had not run over fifty feet after the accident.

Montpelier, Vt., March 18, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 84.

IN RE JOSEPH E. CARROLL.

Fatal accident to switchman of Central Vermont Ry., at White River Junction, January 24, 1902.

Appearances: Chas. P. Tarbell, State's Attorney. C. W. Witters, for C. V. Ry. Henry Carroll and Wm. Batchelder, for family.

Docket entries:

Jan. 28th, 1902, report filed, public investigation ordered, and notice given. Jan. 29th, 1902, public investigation at White River Junction, three witnesses examined. May 21st, 1902, notice of additional investigation given. May 24th, 1902, notice of continuance given.

This case is pending before the Board.

No. 88.

IN RE AMBROSE POLANDER.

Fatal accident on line of Central Vermont Ry., near Alburgh, on February 12th, 1902.

Appearances: J. Lee Collins, State's Attorney. C. W. Witters, for C. V. Ry.

Docket entries:

Feb 19th, 1902, report filed and ref'd to Com'r Ross. Mch. 1st, 1902, notice of public investigation given. March 17th, 1902, public investigation at St. Albans; five witnesses examined. March. 18th, 1902, report issued. Mch. 20th, 1902, copy of report sent C. V. Ry.

REPORT AND OPINION.

On February 12th, 1902, train No. 12 on the Central Vermont Railway, east-bound from Rouses Point, when approaching Alburgh station struck and killed Ambrose Polander.

Mr. Polander was about seventy years of age and quite deaf. He was walking on the track with his back to the approaching train. His danger was noted by two persons standing upon the platform at Alburgh depot, but they could not warn him. He appeared to have no knowledge of the train until it was upon him. The train was in view and by looking he could have seen the train. He came upon the Central Vermont tracks from the Noyan branch of the Rutland R. R. The smoke and steam from a train standing upon a side track obstructed the view of the engineer of train No. 12 and he did not discover the danger until it was too late to stop the train, though he did everything possible. A whistle was sounded for the station and also one for the crossing east of the station. The engine was equipped with a bell-ringer and the bell was in motion at the time of the accident.

The Commission finds that the accident was the result of gross carelessness on the part of Mr. Polander; that the persons in charge of the train are not responsible for the accident.

Montpelier, Vt., March 18, 1902.

JONATHAN ROSS,
H. S. BINGHAM,
Railroad Commissioners.

No. 89.

IN RE DELIA PETERS AND HARRISON RICHARDS.

Fatal accident to Delia Peters at highway crossing in town of Sutton, on line of Boston & Maine R. R., March 4, 1902.

Appearances: David E. Porter, State's Attorney. Harry Blodgett, for B. & M. R. R. Harland B. Howe, for Peter's Estate.

Docket entries:

March 6th, 1902, report filed, ref'd to Com'r Ross, and public investigation ordered. March 17th, 1902, notice of public investigation given. March 19th, 1902, public investigation at St. Johnsbury. Eight witnesses examined. March 24th, 1902, meeting of Board. Report issued. March 24th, 1902, copy of report sent to B. & M. R. R.

REPORT AND OPINION.

On March 4, 1902, Harrison Richards and Mrs. Delia Peters, while attempting to cross the track of the Boston & Maine R. R. at "French" crossing in the town of Sutton, Vt., were struck by a northbound passenger train. Mrs. Peters was killed and Mr. Richards was seriously injured.

Train No. 9 approached this crossing at its usual rate of speed of about thirty miles an hour. The crossing whistle was duly sounded and the bell was rung, and was ringing at the time of the accident.

The crossing in question is about one-half mile north of the "Summit." The highway crosses the track a little diagonally. A team approaching the track from the west is hidden from the view of the engineer by high ground and bushes. From the highway near the track a train can be seen for some distance.

As the engine of the train passed over the crossing the fireman had a glimpse of the persons in the wagon and saw the head of the horse strike the left side of the engine. The emergency brake was applied and the train brought to a stop. The victims of the accident were found on the west side of the track near the crossing.

The team as it approached the track from the west was not seen by the engineer. The fireman was the only person who saw the team. He states that Mr. Richards was driving. It appears that Mr. Richards, by reason of his mental condition, was not competent to take charge of a team. For the same reason his story of the accident is not to be relied upon.

There is no evidence to show why these persons drove upon the crossing. Had they used the care which the condition of the crossing demanded they would have perceived the danger and avoided it.

The language of the Supreme Court of this State in the case of Carter vs. Central Vermont R. R., 72 Vt. 190 is appropriate:

"It has so often been stated that the traveller must approach a railroad crossing with his senses of sight and hearing alert for danger that it may be said to have become a maxim. When the situation is such that one of these senses cannot be fully used he must be alert in the use of the other. By the impairment of these senses or either of them, or by the intervention of objects to obstruct his sight or hearing ordinary care may re-

quire him to stop in order to ascertain with reasonable certainty, before driving upon the track, that a train is not approaching."

The Commission finds that the accident was the result of carelessness on the part of the persons injured; that the Boston & Maine R. R. or its employees were guilty of no neglect of duty.

Montpelier, Vt., May 24, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 90.

In Re derailment of Central Vermont Railway train near Cambridge, March 4, 1902.

Appearances: Thos. C. Cheney, State's Attorney. C. W. Witters, for C. V. Ry. Geo. M. Powers, for Stimson family. W. H. Parker, for some persons injured.

Docket entries:

March 5th, 1902, report by telegraph. March 6th, 1902, public investigation ordered. March 11-12th, 1902, notice of public investigation given. March 18th, 1902, public investigation at Cambridge; twelve witnesses examined. May 6th, 1902, meeting of Board; report issued. May 8th, 1902, copy of report sent C. V. Ry.

REPORT AND OPINION.

On March 4, 1902, train No. 13 of the Central Vermont Railway, east-bound from Burlington to Cambridge Junction, left the track at a point about two and one-half miles from Cambridge depot. The two cars of the train were thrown down the embankment and one passenger received fatal and others serious injuries.

There is a curve at the point where the cars left the rails. The engine had just passed this curve when the attention of the engineer was attracted by the motion of the train, and on looking back he saw that the rear car was off the rails. He applied the brakes at emergency and reversed the engine. Before the train was brought to a stop the two cars tipped over the embankment. The engine did not leave the rails though the tender was pulled partly off. An examination of the track made after the accident showed that the road-bed, rails and ties, at the point where the wheels left the rails, were all in good condition.

At this point the track was not displaced by the accident and the guage was found to be standard.

Marks on the ties showed that some of the wheels left the track at a point 540 feet from where the tender rested after the accident; that the cars ran over the ties for about 200 feet, and then reaching a place where the ties were not as good, the wheels cut through and the cars tipped over the embankment.

An examination of the trucks of the derailed cars did not disclose any broken wheels or defective flanges. No couplings were broken by the derailment. The cars rested on their sides with the tops down the embankment.

A few days prior to this accident the line had suffered from floods and washouts, and this train was the first passenger train to be run over the line. At the point of the accident there was no indication of the action of water.

The testimony of persons, who saw the train passing, was introduced to show that in view of the condition of the track the train was running at a high rate of speed. The trainmen estimated the speed at from fifteen to twenty-five miles an hour. None of the passengers noted that the train was running at a high rate of speed.

The evidence shows that while the track at the point of the derailment was in good condition, yet other sections of the track, over which the train had just passed, were rough and uneven.

There is no evidence to show the cause of the derailment. The Commissioners have not been able to learn of any defect in track or equipment. The friends and attorneys for the injured persons have presented no evidence and made no charges of neglect of duty on the part of the company. From the evidence the Commission cannot find that the rate of speed was excessive.

The Commission is not able to find the cause of the accident. It is probable that the undulatory motion of the cars, caused by passing over rough track, combined with the sudden change of direction at the curve, produced a rolling motion sufficient to cause the wheels of the passenger car to climb the rails.

Montpelier, Vt., May 6, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 94.

In Re collision at East Swanton between trains of Central Vermont Ry. and St. Johnsbury and Lake Champlain R. R., April 24, 1902.

Appearances: Daniel W. Steele, State's Attorney. C. W. Witters, for C. V. Ry. Harry Blodgett, for St. J. & L. C. R. R., Guy Start, Eugene Ayers, F. S. Tupper, for injured persons.

Docket entries:

April 24th, 1902, report by telegraph filed. April 26th, 1902, full report filed, ref'd to Com'r Ross, and public investigation ordered. Apr. 26, 1902, notice to State's Attorney sent. April 28th, 1902, notice of public investigation given. May 7th, 1902, public investigation at St. Albans. John H. Mimms, stenographer. Twenty-one witnesses examined. June 3d, 1902, report issued and copies sent to C. V. Ry. and St. J. & L. C. R. R.

REPORT AND OPINION OF THE COMMISSION.

At East Swanton, Vt., on April 24th, 1902, passenger train No. 2 of the Central Vermont Railway collided with a passenger train of the St. Johnsbury & Lake Champlain R. R., at a grade crossing of the two roads.

This crossing is at the south end of the East Swanton depot. The two trains were due at this station at about the same time and the accident occurred at 10:41 a. m.

The St. Johnsbury & Lake Champlain train approached the crossing from the east. At a point within five hundred feet from the crossing the train was brought to a stop or its speed was so reduced that the witnesses do not agree as to whether it came to a full stop or not. The balance of the testimony shows that a stop was made.

The whistle was sounded and the train having the right of way passed over the crossing. As the rear car was passing the crossing frogs the Central Vermont engine struck the car near the rear trucks. Both car and engine were thrown from the track. Nine persons received injuries.

The evidence of disinterested parties and the testimony of the engineer of the Central Vermont train fully establishes the fact that this train did not come to a stop, whistle, and pass over the crossing as is required by Section 3869 of the Vermont Statutes. The engineer testified that he brought the train under

control at a point north of the depot; that he thought that the other train had passed and he had a clear track; that he released his brakes and ran down to the station thinking to save time and make but one stop, and this at the station, where his engine would stand across the track of the other road; that he did not know that the other train was near, did not hear the whistle, nor see the train. On cross examination he stated that had he stepped down from his seat and looked, or had caused his fireman to look, at the point where he whistled, he would have discovered the St. Johnsbury & Lake Champlain train.

An examination of the premises discloses the fact that the view of trains, approaching this crossing from both east and north, is unobstructed. The Central Vermont train was seen by the engine-men of the St. Johnsbury & Lake Champlain train, but having obtained the right of way, by having first sounded the whistle, the train proceeded under its rights and passed over the crossing.

The Commission finds that the accident was the result of gross negligence on the part of Harry E. Randall, the engineer in charge of the Central Vermont Railway train; that his act was in direct violation of Section 3869 of the Vermont Statutes.

From a balance of-evidence, the Commission finds that the St. Johnsbury & Lake Champlain train complied with the law; that it had the right of way over the crossing; that the persons in charge of this train were without fault.

The Commission recommends that a semaphore, or signal, be erected at the grade crossing at East Swanton and so operated as to control the movements of all trains which pass over the crossing.

Montpelier, Vt., June 3d, 1902.

JONATHAN ROSS,

H. S. BINGHAM,

Railroad Commissioners.

No. 98.

IN RE PAUL AND LEON LAFORCE.

Accident at highway grade crossing on Central Vermont Ry., in village of Richmond, May 18, 1902. One killed, one injured.

Appearances: E. C. Mower, State's Attorney. C. W. Witters, for C. V. Ry.

Docket entries:

May 24th, 1902, report filed and ref'd to Com'r Boutwell. June 28th, 1902, notice given of public investigation at Richmond on July 3d. July 3d, 1902, meeting of Board at Richmond. Investigation continued to a date to be fixed.

This case is pending before the Board.

No. 100.

IN RE HENRY D. SABIN.

Fatal accident at highway grade crossing on Central Vermont Ry. in St. Albans, on May 27th, 1902.

Appearances: D. W. Steele, State's Attorney. C. W. Witters, for C. V. Ry.

Docket entries:

May 28th, 1902, report filed and ref'd to Com'r Boutwell. Aug. 1st, 1902, notice public investigation given. Aug. 6th, 1902, public investigation at St. Albans.

This case is pending before the Board.

No. 101.

IN RE ALEX LONGWAY AND ELI ROBIDOR.

Fatal accident at highway grade crossing in St. Albans on Central Vermont Ry., June 4, 1902.

Appearances: D. W. Steele, State's Attorney. C. W. Witters, for C. V. Ry. C. G. Austin, for Robidor.

Docket entries.

June 7, 1902, Report filed and ref'd to Com'r Boutwell. Aug. 1, 1902, notice of public investigation given. Aug. 6, 1902, public investigation at St. Albans.

This case is pending before the Board.

No. 103.

IN RE FRANCIS CLARK ET ALS.

Fatal accident to four employees of Central Vermont Ry., in a wreck caused by a washout, near Waterbury on June 15, 1902.

Appearances: R. A. Hoar, State's Attorney. C. W. Witters, for C. V. Ry.

Docket entries.

June 16th, 1902, notice by telegraph. June 17th, 1902, scene of accident inspected by Com'r Boutwell and Clerk. June 18th, 1902, full report filed and ref'd to Com'r Boutwell. Aug. 1st, 1902, notice of public investigation given. Aug. 4th, 1902, notice given friends of victims. Aug. 5th, 1902, public investigation at Montpelier.

This case is pending before the Board.

II.

The following cases have been inquired into by the Board, and as far as possible, without public investigation, the causes of the same have been determined and the responsibility fixed.

No. 1.

W. A. Buckley, a brakeman on the Rutland R. R., on October 17, 1900, at Cuttingsville, jumped from a train to avoid a collision with a run away car and was seriously injured. The company was not at fault.

No. 2.

On November 20, 1900, at Rutland, William Stune, attempted to board a Delaware & Hudson Co. train to steal a ride. He fell under the wheels and injured a foot. The accident was the result of his own negligence.

No. 4.

On November 27, 1900, L. Leach, a Central Vermont brakeman, stepped in front of a special train which was passing Middlesex. He was so injured as to be unable to work for some months. No blame attached to the Central Vermont Ry.

No. 11.

At Burlington, on January 5, 1901, J. S. Griffin and A. Barrett, in the employ of the Rutland R. R., were caught between a coal car and an engine. Their injuries were slight. The accident was the fault of no one.

No. 14.

On January 24, 1901, Fred Sorrell drove upon the Rutland R. R. track near Cuttingsville, and was injured by a train. He did not look for the train or notice it.

No. 16.

In attempting to escape a collision between trains of the Canadian Pacific Ry. near Newport Center, on February 9, 1901, G. W. Braddock jumped and was injured.

No. 17.

William Powell, a brakeman on the Rutland R. R., while coupling cars at Burlington, on January 14, 1901, received a blow on the head. He states that no one was at fault.

No. 18.

Barney Mailloux, Jr., a brakeman on the Boston & Maine R. R., while coupling cars at Wells River, on February 14, 1901, had his hand crushed. No person was at fault.

No. 20.

At Readsboro, on January 18, 1901, George M. Guernsey, while assisting to push a caboose from the shops of the Hoosac Tunnel & Wilmington R. R., was caught between the car and a post. He received injuries which resulted fatally. Commissioner Read investigated this accident and reported that it was not due to any neglect on the part of the railroad or its employees and that a public investigation was not required.

No. 24.

On March 25, 1901, A. B. Gay attempted to board a moving train of the Central Vermont Ry. at Randolph. He fell under the wheels and lost his right foot.

No. 28.

On April 14, 1901, Leslie Relation, a boy of fourteen, attempted to steal a ride on a Central Vermont Ry. freight train which was passing Northfield station at a rate of fifteen miles an hour. He failed in his first attempt and was warned by several persons. He made another attempt, his hand slipped, and he was thrown under the cars and killed. The accident was witnessed by several persons who agree as to the facts. Investigated by Commissioner Read and report made that there was no negligence on the part of the railroad company.

No. 29.

On April 19, 1901, Fred Phillips, of Brattleboro, was struck and killed by a Central Vermont Ry. engine in the yard at that place. No one saw the accident, but the victim was seen going in the direction of the place, and all agree that he was in an intoxicated condition. It is supposed that he attempted to board the engine and fell under the wheels. Investigation by Commissioner Read. Report of facts, that no public investigation was necessary, and that no person was at fault.

No. 30.

Edwin Esty, on April 24, 1901, ran his bicycle into a car of the Bennington & Hoosick Valley Ry. near Bennington. The railway company was not at fault.

No. 31

On May 4, 1901, A. E. Olmstead, of Hardwick, a brakeman on the Hardwick & Woodbury R. R., fell between the cars and was killed. He was walking over the flat cars, which were loaded with granite, when he suddenly fell. There was no movement of the train which would cause such an act and no reason can be assigned for the accident. Commissioner Ross heard the testimony of the trainmen and made report that there was no negligence and that no public investigation was necessary.

No. 33.

F. E. McCarty, a Rutland R. R. freight conductor, while passing over the top of a train at Burlington, on May 21, 1901, fell to the ground and injured his head and legs. He states that the fall was the fault of no person.

No. 34.

M. E. Whitcomb, of Windsor, Vt., was struck and killed near that station, on May 3, 1901, by a Boston & Maine R. R. train. He stepped in front of the train at a point outside the highway and on land of the railroad company. The crossing whistle was sounded and also the danger signal. Commissioner Read, who investigated the accident, reported that the railroad employees were not at fault and that no public investigation was necessary.

No. 35.

John Bartlett, of Montpelier, while seated in the Central Vermont Ry. bridge near that station, on May 20, 1901, was struck by a train. The accident was caused by his own negligence. His injuries were not serious.

No. 36.

John Lavalley attempted to board a moving train of the Central Vermont Ry. at Windsor on May 24, 1901. He fell and lost his arm. The accident was the result of his own carelessness.

No. 38.

Chester R. Fogg, a child about two years old, wandered from his home near the tracks of the Central Vermont Ry. near Hartford. While upon the track at a farm crossing, he was struck by a train and seriously injured. The train was under full control and the enginemen did everything possible to prevent the accident.

No. 40.

On June 20, 1901, train No. 5 of the Rutland R. R. struck John Kennedy near Middlebury. An investigation was made by Commissioner Bingham who reports that the man was either dead when the train struck him or that he committed suicide by laying across the track.

No. 42.

John Plimpton, a switchman of the Rutland R. R. at Burlington, slipped from the step of an engine, on June 22, 1901, and broke his leg. The facts show no neglect of duty on the part of the company.

No. 43.

On July 1, 1901, Charles Corey, a station helper of the Delaware & Hudson Company at West Rutland, had his foot crushed between the dead woods, while climbing between the cars. No negligence appears on the part of the company.

No. 44.

Bert Oakes, while walking on the Rutland R. R. track near South Shaftsbury, on July 11, 1901, had one hand crushed and received cuts about the head. It is supposed that he was injured by some night train. He was apparently intoxicated.

No. 46.

July 28, 1901, a man by name of Burpee, while attempting to steal a ride on a Boston & Maine train at McIndoes, fell into an under pass and was more or less injured. The accident was the result of his own carelessness.

No. 48.

Eliza Cook, aged eighty-two years, stepped upon the track of the Brattleboro Street Ry. near West Brattleboro, and was

struck by the fender of a car. Leg and arm broken and face bruised. She does not claim that there was negligence on the part of the company or its employees.

No. 50.

N. F. Downs, of Barre, while sitting on a guard rail of a Central Vermont bridge near that place on August 28, 1901, was struck by a train and injured. He admits that he had no right to enter the bridge and it is apparent that the accident was due to his own negligence.

No. 52.

On September 1, 1901, Joseph Saroni, an Italian at work at Fitzdale, Vt., while lying upon the tracks of the St. Johnsbury & Lake Champlain R. R., in an intoxicated condition, was run over and killed by an extra freight train. The train could not be stopped in time to prevent the accident. Testimony in the case was taken by Commissioner Ross, who reported that the accident was the result of the gross carelessness and intoxicated condition of the victim, and that no public investigation was necessary.

No. 55.

August 24, 1901, Alva Vance, of Groton, a deaf and dumb man, while walking on the track of the Montpelier & Wells River R. R., near Rickers, was struck by a train and instantly killed. The man was seen by the enginemen, but, as he was facing the train, they supposed he would see it and get off the track, consequently did not apply brakes until too late to stop the train. An investigation was made by Commissioner Ross, who reported that the accident was due to no fault of the company, also that no public investigation was necessary.

No. 56.

Ezra Parker, a brakeman on the Rutland R. R., fell from the top of a box car near Shaftsbury on September 18, 1901, and was severely injured. There is no evidence of any fault of the company.

No. 57.

Guy Smith, of Bethel, boarded a freight train of the Central Vermont Ry. on September 15, 1901, to take a ride. In attempting to alight from the moving train he fell under the wheels and

lost his right leg. He was a trespasser on the train and the accident was the result of his own carelessness.

No. 60.

On September 22, 1901, C. J. Hibbard, employed as yard man of the Central Vermont Ry., at White River Junction, fell off the end of a bridge in White River Junction yard, injuring elbow and hip. The accident was the result of his own negligence.

No. 61.

September 26, 1901, Walter Murphy, a motorman on the Bennington & Hoosick Valley R. R., while coupling cars at Bennington, was killed. The car on which he was working was struck by another car. Commissioner Bingham investigated the case and reported that it was the result of negligence on the part of Mr. Murphy.

No. 62.

September 24, 1901, John A. Esinor, Mrs. White, Mrs. J. L. Yates, Thomas Fenton, Mrs. Minnie Hopkins and C. M. Staples, passengers on a Central Vermont Railway train, were injured by the derailment of the train near West Dummerston. The cause of the accident was reported as resulting from an axle breaking on a car loaded with lumber, causing the car to leave track and dragging the passenger coach with it. None of the passengers were seriously injured. Case was assigned to Commissioner Read, who visited the scene of the accident and made a verbal report to the Board that he found the facts as above stated. Action upon the case was delayed, pending further investigation.

Pending a hearing and investigation, Commissioner Read was taken ill, resigned and died. No request for a public investigation has been made by the persons injured. After such lapse of time it is probable that a public investigation would disclose no new facts.

No. 63.

I. C. Manning, a Central Vermont Ry. employee, fell from a car at Montpelier Junction on September 28, 1901, and was seriously injured. On inquiry no evidence of negligence appeared.

No. 64.

On August 28, 1901, Alvin French, while walking on the tracks of the Grand Trunk Ry., at Island Pond, was struck by a train. He was seriously injured and lost one leg. The accident was due wholly to his failure to exercise due care.

No. 68.

October 12, 1901, Chester Green, of North Troy, while attempting to pass over a highway grade crossing on the Canadian Pacific Ry. near North Troy, was struck and killed. He was about eighty-eight years of age and quite deaf. His danger was not discovered by the train crew until it was too late to stop the train. A crossing whistle had been duly sounded. A full investigation was made by Commissioner Ross and report made that no public investigation was necessary, and that the accident was due to the carelessness of Mr. Green.

No. 72.

Nov. 4, 1901, Damas Riendeau, while attempting to climb between freight cars in a moving train of the Maine Central R. R. at Beecher's Falls, Vt., fell under the wheels and received fatal injuries. An investigation was made by Commissioner Ross, who reported that the man was a trespasser who had been warned to keep away from the train, and that no public investigation was necessary.

No. 77

On December 17, 1901, Fred Stewart, of Wallingford, Vt., while walking on the track of the Rutland R. R., near Wallingford, was struck and killed by a train. He was about sixty years old and very deaf. He had been warned of the danger of walking on the track. Commissioner Bingham investigated the accident and reported the above facts, and that no public investigation was necessary.

No. 80.

December 24, 1901, The body of Jansy Labouchere was found upon the track of the Rutland R. R. near Alburgh. Nothing definite is known as to how his death occurred. The tracks of the Rutland R. R. and the Central Vermont Ry. run parallel at the point where the body was found. The body was

crushed and must have been dragged some distance by a train. The night before the body was found, Labouchere was in an intoxicated condition. Investigation by Commissioner Bingham and report made that no public investigation was necessary.

No. 81.

December 25, 1901, James Dahoney, of Northfield, while walking through a bridge on the line of the Central Vermont Ry. near Montpelier Junction, fell through the floor and was injured about the head. He was a trespasser on the track and no person can be at fault except himself.

No. 85.

January 29, 1902, Charles Carey, of So. Shaftsbury, while walking on the tracks of the Rutland R. R. near that place, was struck and killed by an evening train. Mr. Carey was seventy-three years of age and quite feeble. The trainmen did not know of the accident until the train reached Manchester. Investigation was made by Commissioner Bingham, who reported the above facts and also that a public investigation was unnecessary.

No. 86.

P. Sheehan, roadmaster on the Rutland R. R., while walking in the yard at Bellows Falls on February 4, 1902, was caught between two cars and injured. He stated that he was careless.

No. 87.

June 25, 1902, Geo. M. Park and Sarah Park, his daughter, while driving across the Boston & Maine R. R., near St. Johnsbury Centre, was struck by a train. The crossing is a blind and dangerous one. Mr. Park did not discover his danger until the train was upon him. The regular crossing whistle was sounded by the trainmen who were unable to prevent the accident.

No. 91.

March 14, 1902, the body of Edward J. Corcoran was found on the Rutland Railroad track, near Kelton's crossing, in the city of Rutland. It is supposed he was struck by some night train. Commissioner Bingham investigated the accident, but could not learn how the man came to be on the track.

No. 93.

March 28, 1902, Edward Livingdale, of Barre, was struck and killed by a Central Vermont Ry. train. The trainmen did not know of the accident until the return trip from Barre. The body was found on the track about eight feet north of a highway crossing. From the position of the body and the wild actions of the man since the death of his son, who was killed by a train at the Montpelier & Wells River R. R. depot in Barre, on December 17, 1901, the accident was thought to be a case of suicide. Testimony was taken by the Board.

No. 97.

May 11, 1902, Emilas Furia, a passenger on the Barre & Montpelier P. & T. Co. car, lost his cap and, in attempting to recover same, fell or jumped from the car, striking his head on the ground with such violence that death resulted. Testimony was taken by the Board, and there was no evidence of negligence on the part of the railway employees.

No. 99.

May 20, 1902, F. C. Atherton, express agent at Rutland, was caught between a Delaware & Hudson Co. train and an express truck in the Rutland depot. He was badly bruised. He states that he was careless.

No. 102.

June 9, 1902, Frank Benway attempted to board a Central Vermont Ry. train at Essex Junction while same was in motion. He fell and lost one foot. The accident was due to his own carelessness.

III.

A number of accidents reported to the Board have been of so trivial a nature as to require little or no examination and to warrant no expense in the investigation. Others have occurred under such conditions that from a lack of evidence it has not been possible to find the cause or fix the responsibility therefor.

Each of the following cases have been inquired into and the Board has determined that no further investigation is necessary.

No. 7.

December 11, 1900, Matthew McCormick drove upon a highway crossing on the Rutland R. R. near Center Rutland. He was seriously injured. He has brought suit against the company and refused to make a statement for the use of the Commission. The case being before the Court no public investigation has been ordered.

No. 15.

Frank Perriancia, while coupling two construction engines used by the Champlain Construction Co. on the Rutland R. R. near South Hero, on January 26, 1901, was seriously injured.

No. 21.

Edward Hines, an engineer of the Boston & Maine R. R., stepped on the track of the Rutland R. R. at No. Bennington on February 27, 1901. He was struck by an engine and received slight injuries.

No. 25.

J. Ryan, a Rutland R. R. brakeman, while coupling cars at Burlington on March 29, 1901, was caught between the cars. He settled with the company and has left its employ.

No. 37.

A tramp was struck and killed by an engine of the Central Vermont Ry. in the yard at Burlington on May 29, 1901. No one knows who he was. He was a trespasser in the yard and little is known of the facts in the case.

No. 39.

On June 13, 1901, John Duffy, an engineer of the Rutland R. R., was slightly injured by stone falling from a dump car near Pelot's Point.

No. 41.

At Burlington, on June 21, 1901, W. H. Coates, a foreman of construction works on the Rutland R. R., was struck by an engine of that company, while crossing the tracks. He lost a leg.

No. 49.

On August 24, 1901, Algot Oberg, a passenger on a Delaware & Hudson Company train, near West Rutland, allowed his arm to project through an open window, and it was struck by a car standing upon the side track. An investigation made by Commissioner Bingham shows that the car was placed upon the side track of the Delaware & Hudson Co. by the employees of the Clarendon & Pittsford R. R. It is claimed by this company that there is insufficient clearance between the tracks. The former company claims that the car was not properly placed upon the side track. This man requested a public investigation, but before it could be held he disappeared.

No. 53.

On August 30, 1901, Mrs. C. M. Sherman, of Clarendon, attempted to board a moving train of the Delaware & Hudson Co. at Castleton. She received slight injuries.

No. 58.

C. A. Foss, a Central Vermont fireman, while working under his engine at Northfield, on September 17, 1901, received injuries on his right hand and one knee. His train was struck and the engine was moved a few feet by another train in the rear.

No. 59.

J. Bascom, of St. Albans, a conductor of the Central Vermont Ry. stepped in front of a train at Essex Junction on September 17, 1901. Two ribs were broken. He has resumed work for the company.

No. 65.

October 1, 1901, R. W. Goodrich, while walking beside the track at a highway crossing in Poultney, was struck by a Delaware & Hudson Co. train and had a rib broken.

No. 71.

John N. Gokey, a brakeman on the Boston & Maine R. R., while making up a train at Lyndonville on November 2, 1901, was struck by a switch staff, thrown from the car, and one foot was crushed. Commissioner Ross investigated the accident and reported that the switch staff came too near to the side of the car. The evidence did not show whether Mr. Gokey knew of the position of the switch. No public investigation was considered necessary.

No. 75.

November 30, 1901, C. McClure and M. M. Jones, brakemen of the Delaware & Hudson Co. received slight injuries from a freight car which left the track near Poultney.

No. 76.

John Bell was struck by a Bellows Falls and Saxtons River Ry. car at Saxtons River on April 26, 1901, and his leg was broken.

No. 92.

March 12, 1902, W. O. Jones, of West Pawlet, Vt., was struck by a Delaware & Hudson train, while crossing the tracks at a grade crossing. Injury very slight.

No. 96.

May 7, 1902, J. Anderson, Rutland R. R. brakeman, while coupling cars at Alburgh, received severe injuries.

The following cases were reported, but on investigation it was found that they did not come under the jurisdiction of the Board.

No. 6.

C. P. Belknap, an employee of the Central Vermont Ry., was found dead in the yard at St. Albans on December 10, 1900. Death was due to heart trouble.

No. 10.

The body of John Julean, who was killed by the discharge of a pistol, was found upon the Central Vermont Ry. tracks near West Alburgh on December 19, 1900.

No. 12.

Archie Kingsley and Orrin Kingsley were killed in an accident on the Hoosac Tunnel & Wilmington R. R., on January 11, 1901. On investigation by Commissioner Bingham it was found that the accident occurred in the State of Massachusetts.

Accidents.

The following is a list of accidents reported to and investigated by Commissioners Foster, Watson and Miller, and which were not published in the seventh biennial report of the Board.

In each of the cases, it was determined upon inquiry, that the accident was the result of no negligence on the part of the railroad company and that no public investigation was necessary.

July 8th, 1900. Jonathan Smead, of East Wallingford, an elderly man and deaf, while walking on the track was struck and killed by a train of the Rutland R. R.

July 24th, 1900. Mary Laflamme was standing in a Boston & Maine car near Newport. When a coupling was made she fell and broke her arm.

July 30th, 1900. Chas. Jenks jumped from a train of the Central Vermont Ry. at White River Junction and received fatal injuries.

August 4th, 1900. W. A. Colburn, a conductor, and M. Rashaw, a brakeman, of the Central Vermont Ry. received injuries in a rear end collision between freight trains at Royalton.

August 15th, 1900. A car of the Bellows Falls & Saxton's River Street Ry. struck a team. M. Wiley and Mrs. Sadie Burton were injured.

August 15th, 1900. J. Callan, of St. Albans, Vt., while on Central Vermont Ry. near Swanton Junc., was struck by a train. Foot crushed and side and shoulder injured.

August 19th, 1900. Marzien Bicie, an emigrant, attempted to board a Central Vermont train while in motion. Left leg cut off.

August 27th, 1900. A Central Vermont train struck a load of logs on a highway crossing near No. Duxbury. Alex. McConnell, engineer, and John Newton, fireman, jumped from engine and received severe injuries.

August 31st, 1900. Paul Lapine, a trespasser on the track of the Delaware & Hudson Company near West Rutland, was struck and killed.

September 2nd, 1900. The body of Louis Bouvier was found on the Rutland track near Bennington. Supposed to have been struck by a night train.

September 7th, 1900. Isaac Walk, a newsboy on a Central Vermont train, while crossing the tracks at Montpelier Junc. was struck and killed by an engine.

September 10th, 1900. Wilbur Fogg was struck by a Boston & Maine train at Barton Landing and received personal injuries.

September 12th, 1900. C. F. Berry, engineer, and D. G. Willard, fireman, received slight injuries in a head end collision between two trains of the Boston & Maine R. R., near St. Johnsbury.

September 13th, 1900. Julia A. Earle, of North Thetford, while mentally deranged, jumped in front of a moving train of the Boston & Maine R. R. and was instantly killed.

September 15, 1900. Mrs. Robert A. Monroe, a passenger attempted to board a moving train of the Boston & Maine R. R., at McIndoes. Her left foot was crushed and head and body bruised.

September 17, 1900. R. J. Frost, a Central Vermont brakeman, had his left foot crushed at Brattleboro, while in the service.

October 24, 1900. Evalsey Juere, seventy years old, was found on the Central Vermont R. R. track near East Swanton, with limbs injured. Supposed to have been struck by passing train.

October 25, 1900. Dean Gochey, a Boston & Maine brakeman, slipped while attempting to board a moving car. Right leg crushed.

November 17, 1900. Myron Hazelton, a Rutland R. R. brakeman, jumped from the train and fell under the wheels. One foot was crushed.

November 19, 1900. Pat Golfin, brakeman on the Rutland R. R., slipped from a car near Gassetts Station, and received slight injuries.

TABLE I.

ACCIDENTS FOR TWO YEARS ENDING

NAME OF COMPANY.	PASSENGERS			EMPLOYEES			OTHERS.			TOTAL.		GRAND TOTAL.	COUPLING AND UNCOUPLING.	
	Killed	Injured	Total.	Killed	Injured	Total.	Killed	Injured	Total.	Killed	Injured		Killed	Injured
1 Barre														
2 Boston & Maine		3	3		3	3	4	5	9	4	11	15		1
3 Bristol														
4 Canadian Pacific			0		2	2	3		3	3	2	5		
5 Central Vermont	1	29	30	7	46	53	15	13	28	23	88	111		
6 Clarendon & Pittsford														
7 Delaware & Hudson		2	2		4	4	1	3	4	1	9	10		
8 Grand Trunk					1	1			1	1	1	2	1	
9 Hardwick & Woodbury			0	1	1	1			0	1	0	1		
10 Hoosac Tunnel & Wilmington			0	2	2	2			0	2	0	2		
11 Maine Central			0		0	0	1		1	1	0	1		
12 Montpelier & Wells River			0		0	0	3		3	3	0	3		
13 Rutland			0	2	16	18	9	3	12	11	19	30		4
14 St. Johnsbury & Lake Champlain		9	9			0	1		1	1	9	10		
15 White River Valley														
16 Woodstock														
Total	1	43	44	13	71	84	37	25	62	51	129	190	1	5

TABLE II.

ACCIDENTS FOR TWO YEARS ENDING JUNE

NAME OF COMPANY.	PASSENGERS.			EMPLOYEES.			TRAVELERS.		
	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
1 Barre	2	1	3
2 Bellows Falls.....	3	3
3 Bennington	1	.....	1	1	1	2
4 Brattleboro	1	1
5 Burlington
6 Military Post
7 Mt. Mansfield
8 Rutland
9 Springfield
10 St. Albans.....
Total.....	1	.....	1	3	6	9

TABLE II.

30, 1902.—ELECTRIC RAILWAYS. VERMONT.

TOTAL.		GRAND TOTAL.	KIND OF ACCIDENT.									
			TRESPASSER ON TRACK.	RAN INTO CAR.	TRAVELER STRUCK BY CAR.	COUPLING CARS.	JUMPING FROM MOVING CAR.					
Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
2	1	3	.....	.....	.....	1	1	.....	.....	1	.....	1
.....	2	2	.....	.....	.....	.....	2	.....	.....	.....	.....	2
2	1	3	1	.....	.....	1	.....	1	.....	.....	.....	4
.....	1	1	.....	.....	.....	.....	1	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
4	6	10	1	.....	.....	1	1	5	1	.....	1	.....

MILEAGE OF STEAM RAILROADS IN VERMONT,
JUNE 30TH, 1902.

Atlantic & St. Lawrence (Grand Trunk).....	30.56
Barre.....	15.00
Boston & Maine	123.04
Bristol....	6.59
Canada Atlantic.....	3.10
Central Vermont.....	292.30
Clarendon & Pittsford.....	17.00
Delaware & Hudson.....	36.65
Hardwick & Woodbury.....	9.50
Hoosac Tunnel & Wilmington.....	16.78
Maine Central.....	13.85
Montpelier & Wells River	44.50
Montreal & Atlantic (Can. Pac.).....	21.70
Rutland	243.65
St. Johnsbury & Lake Champlain	131.00
Vermont Valley.....	24.00
White River Valley.....	18.88
Woodstock	13.88
Total.....	1,061.98

MILEAGE OF ELECTRIC RAILWAYS IN VERMONT,
JUNE 30, 1902.

Barre & Montpelier	9.25
Bellows Falls	6.50
Bennington	8.00
Brattleboro	4.33
Burlington.....	10.77
Military Post	4.64
Mt. Mansfield	10.50
Rutland	9.50
Springfield.....	5.50
St. Albans	13.00
Total.....	<hr/> 81.99

Physical Condition—Steam Railroads.

BARRE RAILROAD.

Inspections were made on August 30, 1901, and July 2, 1902.

Line of Road.—From the end of the Montpelier & Wells River R. R., in the city of Barre, to various granite quarries in the towns of Barre and Williamstown, with a branch to the village of East Barre. Its lines aggregates 15 miles of main line and about the same amount of side track.

Road-bed.—The rail is 60 pound steel, with four-bolt angle-bars. There are also a few miles of 56 pound steel. The ties are cedar, hemlock and tamarack, and are placed about 2,800 to the mile. It has both stub and split switches. The road is in excellent condition for its present business, the transportation of granite. A large part of the road is constructed at a heavy grade, the highest on the main line is 5 per cent. The road is well graded and ballasted, except a part of the East Barre extension, which on account of its infrequent use and light service has not been kept up to the standard of the remainder of the line. Ties have been so renewed that they are in good condition. The rail is strongly braced at the curves.

Depots.—No regular passenger trains are run over this road. There are two depots, one at East Barre and one at Boutwell's. These are used for freight service and to some extent as waiting rooms.

Bridges.—There are seven bridges and trestles and a number of small openings and cattle passes on this road. These are now in serviceable condition, but several are to be strengthened to permit the use of a heavy engine now being constructed for this Company. The "Ayer street" trestle was criticised by the bridge inspector and was partly reconstructed during the year 1901.

Special Statutory Requirements.—Crossing signs are supplied at the highway grade crossings. Cattle guards are furnished wherever required. There are no overhead structures or through bridges to require warnings. A large part of this line consists of sidings and track leading to granite quarries. These do not require to be fenced or to be kept free from weeds.

In General.—This company does a large and rapidly increasing business in the transportation of granite. Its lines are constantly being extended as new quarries are opened. The physical condition of this road is maintained at a proper standard for the work which it performs.

BOSTON & MAINE RAILROAD.

(CONNECTICUT & PASSUMPSIC DIVISION.)

(FITCHBURG DIVISION.)

The Connecticut and Passumpsic Division was inspected on July 30 and 31, 1901, and on May 21, 1902. The Fitchburg Division was inspected on November 9th, 1901, and on July 15, 1902.

Line of Road.—Connecticut and Passumpsic Division. From White River Junction, Vt., to the Canada line in the town of Derby, a distance of 110.35 miles. There are 42.31 miles of sidings and other tracks.

Fitchburg Division. The lines of this division pass through the southwest corner of the State in the town of Pownal. There are two single tracks with a total mileage of 12.69 miles.

Road-bed.—Connecticut and Passumpsic Division. This division has steel rails of the following weights: 39 miles of 56-pound, 12 miles of 60-pound, 2½ miles of 72-pound, 51.75 miles of 75-pound, 5 miles of 79-pound. With the light rails four-bolt fish-plates are used. Weber joints, continuous rail joints and angle bars are used with the 75-pound steel. The Goldie tie plate is the standard on this line. The ties are placed 3,000 to the mile and are of cedar, hemlock and chestnut. During the season of 1901, 66,437 new ties were put in place. These were principally chestnut. A large number of new ties will also be put in during the coming season. The road-bed of this division

is in excellent condition. The track is in good alignment and surface. The ballast is well supplied. The line give indications of a large amount of track work under competent supervision. The road from White River Junction to Wells River is used principally for local traffic. A large amount of ballast is being put in place on this part of the line. The road bed is well graded and surface water is cared for by numerous culverts and water ways. Whistle posts, bridge numbers and section posts are in position.

Fitchburg Division. The rail is steel of 75-pound weight. The ties are of chestnut, cedar and oak, and are placed 3,000 to the mile. The rails are in good alignment and surface. Ties are well renewed and the general condition of the road-bed is very good.

Depots.—Connecticut & Passumpsic Division. There are 29 stations on this division in the State of Vermont. The depots at these stations, with a few exceptions, are in good condition and well adapted to the needs of the travelling public. The depot at Hanover has been thoroughly repaired and greatly improved. Bradford and MacIndoes have modern buildings, which are well maintained. The depot at Lyndonville, in which are located the general offices of the division officials, is not maintained in such condition as its use and importance demands. The depot at West Burke has been the subject of a petition and complaint which was considered by a former Board. Since that time the building has been repaired. The Commission is informed that a new building will be erected as soon as possible. The depot at Newport was destroyed by a fire in the spring of 1902. Plans are already prepared for a new building at this point. In the report of 1901, the Commissioners called the attention of the officials to the need of improvement in the sanitary condition of the public waiting rooms at the stations, and particularly to the lack of ventilation in the toilet rooms. The Commission is pleased to report that these recommendations have been carried out and that there has been a great improvement in the sanitary condition. Many ventilation tubes have been supplied.

Fitchburg Division. There are two depots on this division in the State. These are at Pownal and North Pownal. They are in good repair and well kept.

Bridges.—Connecticut and Passumpsic Division. On this division there are 84 railroad bridges, 68 of wood, 10 of iron or steel, and 6 of stone. There are also 8 overhead highway bridges, 7 of wood and 1 of iron. Many of the larger bridges of this division are of the truss type, of the form generally known as the plank lattice. They are well protected from the weather and as far as could be seen are doing their work in a satisfactory manner. There are a number of low truss or "Pony" wooden bridges on the line which are boarded up on both sides and could not receive a careful examination by the inspector. The suggestions and recommendations of the inspector were made a part of the 1901 report which was sent to the Company. Many of the recommendations have been followed. This is particularly true in regard to the use of inside guard rails. A number of bridges have been so equipped since the first inspection.

Fitchburg Division. There are 8 bridges on this line in the State of Vermont. There are all iron or steel bridges with the exception of one pile trestle constructed in 1898. They are all well constructed and maintained.

Special Statutory Requirements.—Connecticut and Passumpsic Division. Crossing signs are in place at all highway grade crossings. Cattle guards are well supplied. Tell-tale warnings are in place wherever necessary. The law relative to the blocking of switches, frogs, and guard rails is well complied with. The right of way is fenced and kept free from weeds and thistles.

Fitchburg Division.—All statutory requirements are well complied with.

In General.—The lines of the Boston & Maine in the State of Vermont are of good construction, well maintained, and under the care and supervision of competent officials. The Board is of the opinion that the road-bed and bridges are maintained at such a standard of excellence as to afford protection to the travelling public.

BRISTOL RAILROAD.

This road was inspected on October 16, 1901, and on June 12, 1902.

Line of Road.—From New Haven Junction on the Rutland R. R., to the village of Bristol, a distance of 6.59 miles.

Road-bed.—This road has 60 pound steel rails, connected with four-bolt angle-bars. The ties are cedar, tamarack and pine, and are placed 2,145 to the mile. The road-bed is adequate for the light traffic of the road. Ballast is well supplied, and the track is well graded and kept.

Depots.—The depot at Bristol is the only one owned by this company. It is of pleasing design, well appointed and well kept.

Bridges.—The bridges on this line are four wooden trestles. The total length of all is 218 feet. These trestles are well maintained and appear to be of sufficient strength for light engines and traffic. At the time of the last inspection the Commission were informed that two of these trestles were to have new decks and a third was to have new stringers. Bridge No. 4 is the poorest on the line, but it is considered safe by the officials and shows no signs of material decay.

Special Statutory Requirements.—All special statutory requirements are well complied with. There are seven highway grade crossings. These are furnished with signs and cattle guards, and are in good condition. The right of way is kept free from weeds and thistles.

In General.—The engines and rolling stock in use on this line are of light weight, and the traffic of the road is not very great. The road-bed is in good condition for the train service, and is well adapted to the business of the company.

CANADA ATLANTIC RAILWAY.

An inspection of the lines of this system in the State of Vermont was made on July 23, 1902.

Line of Road.—From the Canadian boundary line to Alburgh, a distance of 3.10 miles. This company has also track-age rights over the lines of the Central Vermont Railway from Alburgh to Swanton.

Road-bed.—This line has steel rails of 72 pounds to the yard. Ties are placed 2,818 to the mile. These are sawed ties of cedar. The road bed is in excellent condition. Ballast is abundantly supplied. The track is in good alignment and surface.

Depots.—There are two stations of this company in the State of Vermont; one at Alburgh Springs and the other at Swanton. The Swanton depot is in good condition. The one at Alburgh Springs was destroyed by fire and has not yet been replaced.

Bridges.—There are no bridges on the lines owned by the company.

Special Statutory Requirements.—There are five highway crossings at grade. These are supplied with crossing signs and cattle guards. The wing fences to the cattle guards are white-washed and the crossings are kept in excellent condition. The right of way is fenced and kept clear of weeds and thistles. Blocking is supplied for switches and frogs.

In General.—The Canada Atlantic Railway has but a few miles of track in the State of Vermont. This track is constructed and maintained in excellent condition.

CANADIAN PACIFIC RAILWAY.

(OPERATING MONTREAL & ATLANTIC RAILWAY.)

Inspections were made on July 21, 1901, and on May 22, 1902.

Line of Road.—This road has 21 miles of track within the State, extending from the Canadian line near Richford to the village of Newport. There are 7.25 miles of side tracks.

Road-bed.—Eighty pound steel rail is the standard on this line. The ties are of cedar and hemlock, and are laid 3,000 to the mile. A number of miles of 80 pound rail have been laid and many ties renewed during the past two years. On inspection, the line was found to be in excellent condition. The ballast is good and well supplied. The surface and alignment of the rails is very good. The rail is abundantly braced at the curves. Cook safety stub switches, split switches, and a few MacPherson switches are in use. The semaphore systems are the most complete in the State.

Depots.—The depots on this line are in general good condition; that at North Troy is a new modern structure and well maintained.

Bridges.—There are 28 bridges on this line, 26 being of wood and 2 of iron or steel. Most of these bridges are small openings with wooden stringer bridges. The stringers are of large size and are supplied with outside, or "jack stringers," under the ends of the ties. The "Missisquoi River Bridge" is being replaced with a new steel structure. The abutments of all the bridges were found to be in a sound condition. On the whole the bridges on this road show care and attention, and a disposition on the part of the company to use every means to promote safety.

Special Statutory Requirements.—These are well complied with. The highway grade crossings are protected with signs, cattle guards and fences.

In General.—The heavy traffic and sharp curves on this road necessitate the use of very heavy engines and rolling stock. The road-bed and bridges therefore demand the highest carrying capacity. The Commission is of the opinion that this road is in a safe and proper condition to meet the demands of the heavy traffic.

CENTRAL VERMONT RAILWAY.

Inspections were made July 22 to 26, 1901, and July 7 to 11, 1902.

Line of Road.—Main Line—From the Canadian line in the town of Highgate to Windsor, 150 miles. From Brattleboro to South Vernon, 10 miles.

Branch Lines—From Montpelier Junction to Williamstown, 15 miles; Burlington to Essex Junction, 8 miles; Essex Junction to Cambridge Junction, 26 miles; St. Albans to Richford, 28 miles; Swanton Junction to Rouses Point Bridge, 18 miles; Brattleboro to South Londonderry, 36 miles. Total mileage of main line and branches, 292 miles. There are also 106 miles of yard tracks and sidings.

Road-bed. Main Line—From the Canadian line to St. Albans the rail is 75-pound steel. From St. Albans to a point near Braintree it is 80-pound steel. From Braintree to Windsor it is 75 pound steel. All the rail on the main line is laid with broken joints supported with four-bolt angle-bars. From South Vernon to Brattleboro the rail is 75-pound steel. The ties are principally cedar, yellow pine and chestnut, and are placed 3,000 to the mile. The road-bed of the main line is in excellent condition. A large amount of 80-pound steel has been laid to replace that of the 75-pound weight, and a very large number of ties have been put in place. The rails are thoroughly protected at the curves by steel braces. The track is in good alignment and surface. The outer rails on the curves have been elevated so as to permit the trains to be run at a high rate of speed. The road-bed is well ditched and supplied with water ways and culverts. Whistle posts and markers are in good condition. A large amount of ballast has been put in place during the past two years. The main line of this road will compare favorably with any of the standard lines in New England.

Montpelier Junction to Williamstown. The rail is 60-pound steel except a few miles of 75-pound. Ties are placed 2,640 to the mile. Repairs on the road-bed were in progress at the time of the last inspection. When these are carried out the road-bed will be improved. The line will receive new ballast this season.

Burlington to Essex Junction. The rail is 75-pound steel; ties are placed 3,000 to the mile. While not up to the standard of the main line it is in a satisfactory condition.

Essex Junction to Cambridge Junction. The rail is 56-pound steel with ties laid 2,640 to the mile. The road-bed of this line is being improved, and by the close of the present season will be in a fair condition. A large number of new ties are being put in place and some ballast distributed. The road-bed of this branch is not in a condition for heavy traffic nor a high rate of speed.

St. Albans to Richford. The rail is 56-pound steel and ties are laid 2,640 to the mile. In past years this branch has not received the attention which has been paid to other parts of the line. The road-bed is very narrow and has been for many years past in a very unsatisfactory condition as regards ballast and grading. The alignment of the track is poor. Repairs were begun on the branch some weeks prior to the second inspection. These repairs consist principally of new ties, additional ballast, and general grade work. If this policy is carried to completion, the branch will show a marked improvement.

Swanton Junction to the New York Line. The rail from Swanton to Alburgh is 72-pound steel. From Alburgh to Rouses Point, 56-pound steel. The ties are placed 2,640 to the mile. The road-bed is in good condition for the light traffic for which it is used. It is not up to the standard of the main line.

Brattleboro to South Londonderry. This is a narrow gauge road but during the year 1902 seven miles of the track have been equipped with a third rail, so that standard equipment can be used from Brattleboro to the granite quarries in Dummerston. There are 27 miles of 56-pound rail, 3 miles of 60-pound, 6 miles of 48-pound; the third rail above mentioned is 56-pound. The ties are placed 2,640 to the mile. Little work has been done upon this branch during the past two years and the road-bed cannot be said to be in a satisfactory condition. Repairs have been begun, and the Commission express the hope that this line will be placed in satisfactory order. The principal defects now noted are the poor condition of the ties and the lack of ballast.

Depots.—There are 67 depots on the lines of this company. In general it may be said that the depots are well constructed and maintained. The several stations on the road between Brattleboro and South Londonderry are not in a very good condition. The business at the stations is small, but for this reason they should not be neglected. A liberal use of paint and white-wash

would make a great improvement. The station at South Vernon is under the control of the Boston & Maine, but is occupied as a union station. Plans should be made for a new depot at this point. A new depot has been erected at Windsor. This is a modern brick building and in excellent condition. The depots at Brattleboro, Randolph, So. Royalton, Northfield, Burlington, Oakland and Swanton are well maintained. Those at Montpelier Junction and Milton were destroyed by fire and modern depots have been erected. The depot at White River Junction is so located as to be a source of great danger to the travellers at that point. The depot is completely surrounded by tracks, which are generally occupied by cars and shifting engines. The depot at Essex Junction remains the same as in past years. Considering the business which is done at this point, it is the opinion of the Board that better depot facilities should be provided, and at a better location. At St. Albans the gentlemen's waiting room is too small, is poorly lighted, and very unsatisfactory. Toilet rooms at this station have been severely criticised by a former Board, and have not been improved during the past two years. The general condition of the toilet rooms in the depots on this line has been improved during the past two years.

Bridges.—There are 258 bridges on the lines of this company. In addition to these there are a number of overhead highway bridges and numerous small cattle passes and waterways. These bridges were thoroughly inspected by Mr. Stowell, the expert employed by the Board, and a copy of his suggestions and recommendations was furnished the officials of the company. A number of the structures on the branch lines were criticised by Mr. Stowell. These should be reconstructed. The bridges on the main line, which carry heavy traffic, are in the best condition. All of the important bridges on the main line are of iron or steel, and those which have been rebuilt within recent years are of the highest grade known to bridge builders. Several of the older and lighter bridges have been removed from the main line and placed upon the branch lines where the traffic is lighter. There are several old wooden structures on the Montpelier branch which give evidence of impending failure, and are being propped up by temporary supports. They should be given a general over-hauling or rebuilt. Several of these have outlived their usefulness and should be replaced at once.

Special Statutory Requirements.—All of the highway grade crossings are protected by suitable crossing signs. Cattle guards are supplied at many of the crossings. At numerous crossings in cities and villages there is no real need of these cattle guards and they have not been put in place. Tell-tale warnings are in place wherever the height of the bridges and overhead structures is such as to require them. Except upon some of the branch lines the right of way is protected by a wire fence. At some points on the branch lines the fences are old and poor. The law relative to the blocking of switches, frogs and guard rails is in general well obeyed. The frogs and guard rails in many of the 80 pound steel switches are supplied with a metal block. The right of way is kept clear from weeds and thistles.

In General.—The lines of the Central Vermont Railway Company in the State of Vermont have been very much improved in road-bed during the past two years. This improvement is marked upon the main line. The branch lines have not yet received the same care and attention. The condition of the main line is such as to give it a high rank among the railroads of this State. The same policy pursued upon the branch lines will put the system in excellent condition. Certain contemplated improvements, which are to be made on the branch lines during the season of 1902, have been delayed by severe washouts on the main line.

CLARENDON AND PITTSFORD R. R.

Inspections were made on November 7, 1901, and on June 24, 1902.

Line of Road.—The lines of this company aggregate about 18 miles and are used principally for the transportation of marble for the Vermont Marble Co. No passenger trains are run over the road.

Road-bed.—The road has steel rails of 60, 70 and 72-pound weight. Ties are tamarack and southern pine, and are placed 2,600 to the mile. The rails are in good alignment and surface. Ties are well renewed. The road is well constructed and maintained for the present rolling stock and traffic. Trains move at a low rate of speed.

Depots.—There are no stations on this road.

Bridges.—There are eight bridges on this line, all of iron or steel. All of the bridges are sufficiently strong for their purpose and are kept well painted and otherwise maintained. A few poor timbers were noted in the first inspection, but these have been replaced by sound timbers.

Special Statutory Requirements.—Crossing signs are in place. By an agreement with the adjoining land owners the right of way is not fenced. No warnings are required at the bridges. Iron cattleguards are supplied where necessary. Switch frogs and guard rails are well blocked.

In General.—This road is in good condition for freight service. About four miles of new line have been constructed within the past two years.

DELAWARE AND HUDSON COMPANY.

The railroad lines of this Company in the State of Vermont were inspected on November 8, 1901, and again on July 16, 1902.

Line of Road.—From Rutland to Eagle Bridge, N. Y., and from Castleton to Whitehall, N. Y. There are 36.65 miles of main line and 14.82 miles of sidings and other tracks, in the State of Vermont.

Road-bed.—This line has steel rails of 62 and 67-pounds weight to the yard. It is tied 2,800 to the mile. The ties are of cedar, oak and yellow pine. The road-bed is in excellent condition. The ballast is abundantly supplied, with wide shoulders. Ties of yellow pine are being laid each year in sufficient number to keep the ties in first-class condition.

Depots.—There are eight stations in the State of Vermont. The one at Rutland is used in common with the Rutland Railroad. The depot at Center Rutland was destroyed by fire before the first inspection and has not been rebuilt. The attention of the company has been called to this neglect. The depot at West Pawlet is old and in very poor condition. It is poorly located and has been severely criticised by the former Commission. In general the depots on this line are not up to the standard shown by the road-bed.

Bridges.—There are 36 bridges on this road in Vermont. Thirty-five of these being of steel and one of wood. There is also one steel overhead highway bridge. All of the bridges are constructed for the same load used on the main line of road where the traffic and the rolling stock is much heavier. The bridge structures are generally in excellent condition and show ample evidence of close and intelligent attention. The approaches are well filled and the abutments are generally in good condition. All of the bridges are beyond question abundantly strong for the loads they have to bear. One short opening has been made into a covered culvert. All of the recommendations made by the Board, through its bridge inspector, are being carried out.

Special Statutory Requirements.—All statutory requirements are well complied with. The highway grade crossings are fully protected with signs and are supplied with metal cattle guards.

In General.—The road-bed and bridges on the lines of this Company in the State of Vermont are in excellent condition. The depots do not show the same care and attention and in a number of cases do not meet the demands of the travelling public.

GRAND TRUNK RAILWAY SYSTEM.

(ATLANTIC & ST. LAWRENCE R. R.)

Inspections were made on August 29, 1901, and on June 17, 1902.

Line of Road.—From the Connecticut river at North Stratford, N.H., to the Canadian line at Norton's Mills in the town of Norton. There are 30.56 miles of main line and 6.09 miles of sidings.

Road-bed.—The road-bed of this line in the State of Vermont is in excellent condition, well ballasted and graded. The rail is principally 80-pound steel. The ties are of cedar, oak and hard pine; the oak and hard pine being used on all the curves. The ties are in excellent condition. The road is well surfaced, with wide shoulders.

Depots.—Many of the depots are small but well adapted to the business at the respective stations. Most of the structures are in good repair and well kept. At Island Pond the depot is old and plans have been made for a new and modern structure at this point. If these plans are carried out Island Pond will have one of the best depots in the State.

Bridges.—There are 16 steel bridges and 6 wooden bridges on the line in Vermont. All except the short openings are new and first-class steel structures, designed to carry heavy loads. These bridges rest on first-class stone masonry and are provided with good floor systems. The short openings are spanned by wooden stringers of large size. All of these timbers are in sound condition.

Special Statutory Requirements.—Crossing signs are in place at the highway grade crossings. No tell-tale warnings are required. Cattle guards are well supplied. The way is fenced and free from weeds and brush. Switches, frogs and guard rails are well blocked.

In General.—The Atlantic & St. Lawrence R. R. in the State of Vermont is operated by the Grand Trunk Railway. Inspection shows the road-bed to be in excellent condition. The line has received care and attention, and in its appointments is one of the best in the State. The engines and rolling stock used on this line are very heavy, but it is the opinion of the Board that the road-bed and bridge structures are sufficiently strong to meet all demands.

HARDWICK AND WOODBURY RAILROAD.

Inspected on August 1, 1901, and on May 23, 1902.

Line of Road.—From Granite Junction on the line of the St. Johnsbury and Lake Champlain R. R., to the Woodbury Granite Quarry in the town of Woodbury, a distance of $9\frac{3}{4}$ miles. It was constructed for the transportation of granite and is used for freight service only.

Road-bed.—This road has steel rails of 50, 56, and 60-pounds to the yard. Ties are cedar, spruce, and hemlock, and are placed 2,640 to the mile. The road is one of recent construction and heavy grades. The highest grade being 7 per cent. The last two miles is constructed at an average grade of 5 per cent. The road-bed is in a serviceable condition for freight service. It has never received a proper amount of ballast and the ties which were used in the construction work were very poor. The ties are being renewed as fast as possible.

Depots.—There are no depots on this line.

Bridges.—The bridges consist of two wooden stringer bridges and two trestles. Two other trestles have been filled with granite rubble since the first inspection. It is the intention of the Company to fill all the trestles as soon as possible. The bridge at "Buffalo Road" has had a new abutment. All of the bridges and trestles have a liberal amount of timber in them and are apparently fulfilling their work satisfactorily as regard strength. The track conditions on the bridges are very poor and a derailment would result in serious disaster. This danger is minimised by the low speed of trains. The trestles should have better and safer floors if they are to remain unfilled any length of time.

Special Statutory Requirements.—Crossing signs are in place. The law relating to the blocking of frogs and guard rails is not well complied with. There are no cattle guards. The way is not fenced and is not kept clear of weeds and thistles.

In General.—This road was constructed and is being operated for the transportation of granite. While it is not in first class condition, yet it has been improved since the first inspection. The right of way is for the most part through the woods and rough country, and little or no work in the way of fences and outside track work has been done.

HOOSAC TUNNEL AND WILMINGTON RAILROAD.

Inspections were made August 12, 1901, and July 15, 1902.

Line of Road.—From Hoosac Falls, Mass., to Wilmington, Vt., a distance of 25 miles, of which 16.78 miles are in Vermont. The gauge is three feet.

Road-bed.—This line is laid with steel rails of the weight of 60 pounds, with the exception of about five miles of old 30-pound rails. The ties are mostly chestnut and are placed 2,600 to the mile. The rails are in fair condition and the ties are kept well renewed. The ballast is not first class, but is being improved. The alignment and surface work is very good for this line. There are many sharp curves.

Depots.—There are three stations on this road. The depots are small but sufficient to meet the demands of the public.

Bridges.—There are ten bridge structures on this line in the State of Vermont. Two of these are of iron or steel, and eight of wood. On the whole, the bridges on this road are in quite good condition and show evidence of care and intelligent attention on the part of the management. A commendable movement is shown in the closing of all openings possible and using pipe culverts. Three bridges have been thus removed since the last report. Two of these have been replaced by old boiler shells making serviceable and durable structures.

Special Statutory Requirements.—All statutory requirements are well complied with. There are seven highway crossings at grade. These are supplied with signs and guards which are in good condition.

In General.—The engines and rolling stock in use on this line are of light weight and the traffic over the road is not very great. The road-bed is in good condition and adapted to the business of the company. There has been a marked improvement in the general condition since the first inspection by this Board.

MAINE CENTRAL RAILROAD.

Inspected on August 28, 1901, and on July 16, 1902.

Line of Road.—This line passes through a portion of the towns of Guildhall, Maidstone, Brunswick and Canaan, the total mileage in this State being 13.85 miles of main line and 3.84 miles of side track.

Road-bed.—The road has steel rails of 56 and 67 pounds to the yard. The joints are supported by four-bolt angle-bars. Ties are principally of cedar, placed 3,000 to the mile. The ballast is well supplied. The ties are in good condition and well renewed. The rails are in good alignment and surface. The general condition of the road-bed is very good.

Depots.—The depots are small structures, but in good repair and well kept.

Bridges.—There are eight bridges on this road in the State; seven being of iron or steel, and one of stone. All of these are first-class structures, furnished with fine masonry and good floors, well maintained and of ample strength for the work required of them. These bridges in every way met the approval of the bridge inspector.

Special Statutory Requirements.—Signs and cattle guards are in place and in good condition. The switches and frogs are well blocked. The way is fenced and clear from weeds and brush. No overhead warnings are required.

In General.—The road-bed of the Maine Central Railroad in the State of Vermont is such as to receive the favorable commendation of the Board.

MONTPELIER & WELLS RIVER RAILROAD.

This line was inspected on August 30, 1901, and on June 27, 1902.

Line of Road.—From Montpelier to Wells River and from Montpelier to Barre. It has $44\frac{1}{2}$ miles of main line and 8 miles of sidings.

Road-bed.—The rail is steel of 56 and 60 pounds to the yard. The 60-pound rail is the standard and several miles of this has replaced the lighter weight during the past two years. The joints are supported with fish-plates and angle-bars. The fish-plates on about $4\frac{1}{2}$ miles of 56-pound rail are being replaced by angle-bars. The ties are of cedar, hemlock and tamarack, and are placed about 2,800 to the mile. Forty-five thousand (45,000) new ties have been put in during the past two years. The condition of the road-bed is very good and well adapted to the light rolling stock and traffic. The track is well ballasted and in good alignment and surface. A few curve braces are used and also a number of tie plates. There are 23 miles of curves and 17 miles of straight line track.

Depots.—The depots on this road are suitable for the requirements of the business, and are well maintained. The buildings at Ricker's Mills, Groton Pond and Lanesboro are not owned by the company. These stations are flag stations only. The depots at Marshfield and Groton are modern wooden buildings, in excellent condition, and are well cared for. The buildings at So. Ryegate, Plainfield and Boltonville, are old but they have received care and attention and are suited to the wants of the travelling public. The Montpelier depot, in which is located the general offices of the company, is in good condition. The depot at Barre was erected but a few years ago. It is well constructed and maintained. The location, however, is such as to render it dangerous, it being necessary for the public to cross the tracks in order to reach the platform. It is situated but a few rods from the Central Vermont Railway depot. It is the opinion of the Board that the city of Barre should have a modern union-station, thoroughly equipped for the large amount of business at this point.

Bridges.—There are 31 bridges on this road ; all are wooden structures. Besides these there are a considerable number of culverts and cattle passes which are not listed as bridges. Most of the larger structures were built when the road was constructed in 1873. They have, however, been strengthened. All of these are protected from the weather by roofs and sides, and the timber in them appears to be in good condition. With few exceptions the bridges appear to be adequate to safely carry the light rolling stock in use on this road. Bridge 28, the "Wells River deck bridge," is the poorest structure on the line, and should be supported by a center pier, or better, be replaced. Bridge No. 2, the "Sabin Bridge," in the City of Montpelier, is of very light construction. The bridges of this line have received careful attention, and have been repaired under the direction of a competent official and are well maintained.

Special Statutory Requirements.—Crossing signs are in place at the highway grade crossings. A part of these crossings are supplied with cattle guards, and it is probable that guards are provided wherever actual needs demand. Switches, frogs and guard rails are well blocked. The greater part of the line is fenced. Weeds and thistles are cut each year as required by law. Ten "through-bridges" and other structures on this line required the use of tell-tale warnings. These were found to be in place.

In General.—The physical condition of this road, as a whole, is maintained in a manner satisfactory to the Board. The road-bed suffered severely from washouts, in June, 1902, and the company has been put to some expense in repairing the damage. The embankment wall originally constructed of old ties, on the line east of Montpelier, and between that station and "Barre Transfer," is in very poor condition. The Board has recommended that this be repaired and strengthened at once.

RUTLAND RAILROAD.

Inspections were made October 14-17, 1901, and June 10-13, 1902.

Line of Road.—There are 243.55 miles of main line and 49 miles of yard tracks and sidings in the State of Vermont. This mileage is divided as follows: Main line—From the State line west of North Bennington to Rouses Point Bridge, 162.15 miles. Branch lines—From Bellows Falls to Rutland, 53 miles; from Leicester Junction to Lake Champlain at Larrabee's Point, 15 miles; from Alburgh to the Canada line, 2.89 miles; from North Bennington to Bennington, 4.51 miles; from Bennington on the Chatham division to the New York line, 6 miles.

Road-bed, Main Line.—The rail from the New York line, near Bennington, to Rutland is 80-pound steel with 30 inch 6-bolt angle bars. From Rutland to Burlington the rail is of the weight of 72, 75 and 80-pounds to the yard. Four-bolt angle-bars are in use. The track from Burlington to Rouses Point has 80 pound steel rails with 36 inch angle-bars and is laid with broken joints. The ties on this division are hard pine, chestnut, oak, tamarack and cedar, and are placed 3,000 to the mile. Sixteen thousand (16,000) hard pine ties are being put in place this season. The rail from North Bennington to Rutland was laid about three years ago, but it has suffered from the lack of surfacing and ballast. A large amount of ballast is being put in place on this part of the main line, and when the repairs now in progress are completed the road-bed will be in a very satisfactory condition. The 72-pound rail for 13 miles north of Brandon is to be replaced by 80-pound steel. The work will probably be done this season. The part of the line from Rutland to Burlington is in very good condition. In some sections the grade work is narrow, but the ballast has been well supplied and a large amount of new gravel is being added this year. The ties have been well renewed on the main line and are in good condition. They hold the rail in good alignment. Grade work and surfacing has received more attention during the season of 1902 than in previous years. More attention is also being paid to ditching, culverts and general drainage. The line from Burlington to Rouses Point was constructed in 1899-1900. Five miles of track is laid on rock rubble fills through Lake Champlain. Crushed stone has been used for ballast. The road-bed for this part of the main

line is in very good condition for a new road. New ballast is to be supplied. The line of the track is at a comparatively even grade and free from sharp curves. Its natural character and general construction are such as to afford an opportunity to the Company to make this section of their main line one of the best pieces of track in the State of Vermont. Taking into account repairs and improvements which were under way at the time of the last inspection, and also those which will probably be made during the present season, it is safe to say that the road-bed of the main line will soon be in good condition to carry the heavy equipment and traffic.

Bellows Falls to Rutland. This division has 60-pound steel rails. These are to be replaced this season by 80-pound steel rails, with broken joints and supplied with six-bolt angle bars. This work was already in progress at the time of the 1902 inspection and a number of miles of the new rail had been laid. The ties on this division were improved during the year 1901 by the addition of 56,000 new ties. Many ties that remained after this renewal are old and badly cut by the rail. With the new steel many hard pine ties are being added. The road-bed of this division is constructed through a mountainous region, and there are many heavy grades and curves. The road-bed is in places very narrow. At the time of the 1901 inspection the Commission considered that this division was not in first-class physical condition. The changes and improvements above mentioned will greatly improve it, and the addition of new ballast and ties will place it in a satisfactory condition.

Addison Branch. This branch is equipped and used for light rolling stock and limited traffic. The rail is 60-pound steel joined by fish-plates. The ties are placed 3,000 to the mile. The road-bed is very narrow and a large amount of new ballast is required to put the branch in first-class condition. The alignment and surface of the track is not up to the standard of the main line. The rail itself, though old, is in fair condition and braced at the curves. The ties are for the most part sound.

Noyan Branch. This branch extends from Alburgh to the Canada Line south of Noyan Junction. It is a part of the new line constructed by the Rutland-Canadian Railroad. It is laid with 60-pound steel, joined with fish-plates. This steel is to be replaced this season with new 80-pound rail. The road-bed is new and in good condition.

Bennington Branch. This branch has steel rails of 60-pound weight and is in fair condition.

Chatham Branch. The line of the old Chatham & Lebanon Valley R. R., in the State of Vermont, was laid with 60-pound steel rails. Ties of chestnut and oak were placed 2,600 to the mile. Since coming under the control of the Rutland Railroad, extensive repairs and changes have been and are being made, and the road-bed of this division will soon be rebuilt.

In General.—The Commission is informed that 125,000 new ties will be laid during the season of 1902 on the lines of the Rutland Railroad in this State. These will be principally yellow pine.

Depots.—There are 53 stations on the lines of the Rutland Railroad in the State of Vermont. Many of these depots are in a very unsatisfactory condition. There are but few, in fact, but what can be sharply criticised. The one at Bellows Falls is old and out of repair. Its sanitary condition is a disgrace to any up to-date road. This depot has been criticised by the Board in former years, and yet remains a source of danger to the travelling public. The depot at Rutland is an old building. Plans have been made for a new structure at this point. It has been considerably improved this season by tearing down the old train shed. The depot at Manchester is inadequate for the large amount of summer travel at this point. It should be replaced at once. The depot at Alburgh is now used in common by the Central Vermont and the Rutland railroads. It is inadequate for its present purposes and its location is a dangerous one. Among the many depots in need of repairs are those at Chester, Cavendish, Ludlow, Cuttingsville, Danby, Arlington. The depot buildings at Bartonsville, Proctorsville, Healdsville, Sunderland and Center Rutland have been destroyed by fire. No new buildings have yet been erected. So much time has elapsed since the destruction of these that it is the opinion of the Board that the company is very negligent in not supplying proper depots. The buildings at Gassetts, Summit, North Dorset, East Dorset, Brandon, Shelburne and Bennington, and those between Burlington and Alburgh, are all in good condition and well maintained. Many of the depots on this line show a lack of care and attention on the part of those in charge. The waiting and freight rooms are given up to dirt and disorder. The Commissioners express the hope that

the present officials of the company will see that this condition in the depot department does not continue.

Bridges.—Chas. F. Stowell, the bridge inspector employed by the Board to assist in the inspection of 1901, did not accompany the Board on the inspection of the lines of this Company. Prior to the time this inspection was made, he had been employed by this Company to make a thorough inspection of their bridges and to have charge of a large amount of new work which was about to be taken up. The Commission considered that as the Company itself had placed their bridge department under the inspection of a competent man, that another expert inspector was unnecessary. The bridges, however, have been carefully examined by the Commissioners. This company has 197 bridges on its lines in the State, which may be divided as follows: Wooden stringer bridges, 85; steel lattice and girder, 53; wooden lattice and truss, 45; trestle, 14. In addition to these there are a large number of small water ways, culverts and cattle passes.

Main Line. There are 119 bridges on this line. The bridges between Bennington and Rutland are many of them wooden structures of the "Pony" truss type. They have been so strengthened by bents and horses that they are probably safe. Many of them will be replaced within the next two years by modern steel structures. On the remainder of the main line the large bridges are in a more satisfactory condition. Many of them have already been replaced by new rivetted-lattice bridges or steel girders. About 30 bridges on the main line are now marked for renewal, and the Commissioners are informed that these will be built during the years 1902 and 1903. When this is done the main line will be well furnished with bridge structures. A large number of small stringer bridges have been strengthened by the addition of stringers, and appear to be performing their duties in a satisfactory manner. Bridges on the new line between Burlington and Rouses Point are most of them modern steel bridges, constructed under the direction of a competent bridge engineer. A number of temporary trestles are yet in use, and these should be replaced as soon as possible by more permanent structures. Bridge No. 13, an overhead highway bridge in the Town of Alburgh, has never been completed. One abutment is in place and the highway passes over the track on a temporary structure. This condition of affairs has remained for some time. The attention of

the officials of the company has been called to the condition of this bridge, but no action has yet been taken. The next bridge north, No. 14, is a temporary trestle where the highway passes under the track. Its construction has been delayed pending a case in the Court of Chancery.

Bellows Falls to Rutland. There are 52 bridges on this division. About one-half of these are modern steel structures. Ten of them are old wooden bridges. Seven bridges on this division are marked for renewal within the next two years. On this line many of the stringer bridges have been repaired and strengthened.

Addison Branch. This branch has 22 bridges. Of these, 15 are wooden stringer bridges, 5 are trestles, one is a steel girder and one a Howe truss. The floating draw across Lake Champlain, west of Larrabee Point, was destroyed by fire in February, 1902, and the new one was not in place at the time of the last inspection. Many of the stringer bridges on this branch have very poor abutments or retaining walls. They have, however, been strengthened by extending the stringers to pile bents back of the walls. In many cases the stone work gives no additional strength to the bridge structures. This gives the bridges on this line the appearance of being in a very poor condition. It is probable, however, that all of the bridge structures on this branch are of sufficient strength to carry the light equipment and the small amount of traffic.

Bennington Branch. There are four bridges on this branch, two of steel and two of wood. These are not in first-class condition but answer the requirements of the light traffic.

Chatham Branch. There are two bridges on this line in the State of Vermont; one a steel bridge, the other a trestle. Both of these are serving their present purpose but will probably be rebuilt.

Special Statutory Requirements.—Crossing signs are in place at all of the highway grade crossings except those on the Chatham branch. The lack of warning boards on this division has been called to the attention of the officers of the company. A few boards on the Bellows Falls division are weather stained and dull. Cattle guards are supplied at a greater part of the crossings except on the new line between Burlington and Al-

burgh. Tell-tale warnings are in place wherever overhead structures require. The law relating to the blocking of switches, frogs and guard rails is fairly well complied with. On some sections of the road the switches and frogs have been blocked, but the blocking is old and show signs of decay. Many of the new switches have metal blocks or braces which renders the wood block unnecessary. The right of way on the Bellows Falls division is partly fenced but many repairs are needed. On some sections of the Addison branch the way is not fenced. On other parts of the system the fence is in good condition. On some parts of the line the weeds and thistles are not cut as is required by law, on other sections the statute is complied with.

In General.—The lines of the Rutland Railroad in the State of Vermont are in better condition at this time than they have been for some years past. When the many improvements now contemplated are carried out the road will be in good condition for the business of the company. It seems to be the aim of the present management of this road to put it in first-class condition.

ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD.

Inspections of this road were made on July 31, and August 1, 1901, and May 22, and 23, 1902.

Line of Road.—From Maquam, Vt., to Lunenburg, Vt., a distance of 119.9 miles. The Victory branch, from North Concord to Stevens, a distance of 11 miles. There are 35.3 miles of yard tracks and sidings.

Road-bed.—Main Line. This line has steel rails as follows: 62 miles of 56-pound weight; 30 miles of 60-pound weight; 22 miles of 67-pound weight; 6 miles of 50-pound weight. The rail is supported by Weber joints with the exception of four miles of continuous joints and about two miles of angle-bars. The ties are placed 3,000 to the mile and are of cedar, hemlock, tamarack and chestnut. The road-bed is in fair condition. The track is in good alignment and surface. During the past two years 112,000 new ties have been laid. From Maquam to Cambridge Junction the road-bed is not in as good condition as the remainder of the line.

Victory Branch.—This branch was constructed and is used for the transportation of lumber. During some portions of the year the train service supplied is about one train a week. The rail is principally of 56 and 60-pound weight. The ties are in good condition for a road of this class. But little ballast has been supplied and no great amount of grade work has been done. The branch is in good condition and well adapted to the demands of the train service and equipment. Trains are run at a low rate of speed.

Depots.—There are 26 stations on this road. With a few exceptions the depots are in good condition and well adapted to the local uses. The sanitary conditions of many of the toilet rooms has been greatly improved through the addition of ventilation tubes. The depots at West Danville and Walden have been repaired since the first inspection.

Bridges.—There are 96 bridges on this road. Ninety of these are of wood, one of iron, and five of stone. There are also eight overhead highway bridges, all of wood. Many of the wooden bridges are old structures, some of them being about 30 years old. Wherever practicable the bridges have been well protected from the weather by roofs and sides. Their physical condition is very good. The ties and guard timbers, however, have in many instances been allowed to deteriorate, and the condition of these parts is considerably below that of the bridges proper. The older structures were proportioned for lighter loads than those used at present and they have been more or less strengthened in the most vital parts. Though still of light proportion even for the comparative light traffic over the road, they appear to be performing their functions satisfactorily and show no signs of weakness. Bridge No. 93, at Sheldon Junction, was being replaced by a new wooden-lattice bridge at the time of the last inspection. The recommendations and suggestions of the Board made through its bridge inspector, have been called to the attention of the management and are receiving consideration and attention.

Special Statutory Requirements.—Crossing signs are in place at all of the highway grade crossings. Many of the signs on this road are weather-stained and dull and should be repaired and painted. Wooden cattle guards are supplied at a large number of the crossings. The frogs and guard rails are in

general well blocked. The right of way is kept clear of weeds and thistles. A part of the line is well fenced.

In General.—The traffic on this road is comparatively light in character. The engines and rolling stock are suited to the traffic. The road-bed and bridges, therefore, do not require the same degree of strength and perfection which is maintained on other lines. It is the opinion of the Board that the physical condition is such as to promote good service.

VERMONT VALLEY RAILROAD COMPANY.

Inspections of this line were made on August 29, 1901, and May 20, 1902.

Line of Road.—From Brattleboro, Vt., to Bellows Falls, Vt., a distance of 24 miles. There are 5.44 miles of sidings.

Road-bed.—The road is laid with steel rails of 70 and 75-pounds to the yard. The ties are principally cedar and chestnut, placed 3,200 to the mile. On inspection, the road-bed was found to be in first-class condition and well maintained. The ties have been well renewed. Surfacing, ditching and alignment of rails are all very good. The "Goldie" tie-plate is used on some sections.

Depots.—The depots on this line are in good condition and adequate for the requirements of the public. The depot at Bellows Falls is owned by the Rutland R. R., but is used as a union station. This structure has been severely criticised in the past and is in no better condition now than formerly.

Bridges.—There are 29 bridges on this road. Three of these are wood over-head bridges, 7 stone-arch railroad bridges, 18 iron or steel bridges, and 1 wooden stringer bridge. The bridges generally show evidence of care and close attention as regards their physical condition, and but few instances were noted where repairs seemed to be needed. One or two of the iron bridges appear to have been built for much lighter rolling stock than is now in use. This fact has been called to the attention of the company.

Special Statutory Requirements.—Crossing signs are in place at the highway grade crossings. Many of the dangerous

crossings are protected by two signs. Tell-tale warnings are in place where necessary. Cattle guards are supplied at most of the crossings. Switches, frogs and guard rails are well blocked. The right of way is well fenced. Weeds and thistles have been cut from year to year as required by law.

In General.—This line is in good condition, and shows care and attention on the part of those in charge. Since the last report a second track has been constructed from Bellows Falls to a point south of Westminster, and will be carried on to Putney this season. When completed this portion of the line will be a double track road. This work has necessitated a considerable change in the bridges. A large amount of new ballast has also been supplied, and the section of the road covered by this work has been in a large measure reconstructed. In this work, with the consent and under the order of the Board, several dangerous crossings have been changed or abolished.

WHITE RIVER VALLEY RAILROAD.

Inspections were made on November 5, 1901, and on July 24, 1902.

Line of Road.—From the line of the Central Vermont Railway at Bethel to Rochester, a distance of 18.86 miles.

Road-bed.—Construction work on this line was begun in June, 1899. The first train was run over the road in December, 1900. Since that date the road has been operated by the receivers, who have also carried on the work of construction to some extent. The road can best be characterized as a construction line and it is not in a satisfactory condition for public service. Although some work has been done since the first inspection, the road is yet far from completion. Little or no ballast has been supplied. The grading is only partly completed. The track has been laid upon the right of way and is in very poor alignment and surface. The rails are 56 and 60-pound steel. During the Spring of 1902, the road-bed suffered severely from freshets and it is not in as good repair at present as at the time of the first inspection. Trains pass over the line, but at a low rate of speed and only by the exercise of the greatest care on the

part of the trainmen. The road-bed from Bethel to Gaysville is in better condition than the remainder of the line.

Depots.—There are three depots on the line of this road. The one at Rochester, in which is the general office of the company, is a modern structure and in good condition.

Bridges.—There are 16 bridges on this line. The general physical condition of these bridges is good, their age being such that there has been no decay. The size of the timbers used in many of them is so small that there is no margin for deterioration, and they should be replaced on the first sign of decay. Some of the trestles, particularly on the northern part of the road, have very small piles, and although they appear to be doing their duty satisfactorily, they will need careful watching and early renewal. Bridge No. 8, a through Howe truss bridge and the largest on the road, was washed out by a freshet in the Spring of 1902 and has been replaced by a temporary trestle.

Special Statutory Requirements.—The road is yet far from completion and special statutory requirements have in most cases not been complied with. Signs are in place at a part of the grade crossings. The road is not fenced and has no cattle guards.

In General.—This road was open for public travel before its completion. Its condition is such as to raise a question whether its operation does not endanger the safety of the travelling public. It is being constructed and operated by the receivers appointed by the United States Court for the District of Vermont, and this Court must take the responsibility for the conducting of its affairs.

WOODSTOCK RAILWAY.

This road was inspected on August 27, 1901, and on June 26, 1902.

Line of Road.—This road extends from White River Junction to Woodstock, a distance of 13.88 miles. It has 1.12 miles of sidings and other tracks.

Road-bed.—The rail is steel of 56-pound and 60-pound to the yard. The ties of cedar and hemlock are placed 2,600 to the mile. Since the last report 200 tons of 60-pound steel rail have been laid to replace the old 56-pound. The rail is in good condition and well supported. The ties have been so renewed as to keep them in good life. About 300 carloads of new gravel ballast are being distributed this year. The track is in very good condition and well adapted to the light traffic for which it is used. Both stub and split switches are in use on this line.

Depots.—There are six regular stations on the road. The depot buildings are small, but they are in good repair and generally well cared for by those in charge. The depot at Woodstock is a modern wooden structure and is in first class condition. The depot at Quechee has been much improved since the last report.

Bridges.—There are eight wooden and four steel or iron bridges on this line. These are over small openings with the exception of the "Gulf Bridge." This latter has a total length of 250 feet. It has been strengthened several times and is apparently in good condition and doing its work satisfactorily. It is subject to frequent and careful inspection by the company. The bridges on all of the short-span openings on the road can be much improved. The floors generally consist of ordinary ties widely spaced and not secured against bunching. A general rebuilding of all of the bridge floors of the shorter span bridges would generally enhance the safety of the road. A few short openings have been filled since the last report and one new stone arch culvert is being constructed. All of the bridges on the line are constructed with little or no margin for future increase in the weight of engines or rolling stock.

Special Statutory Requirements.—Crossing signs are in place at the highway grade crossings. Cattle guards are placed at a part of the highway crossings. No tell-tale warnings are required on the bridges of this line. The switches and frogs are fairly well blocked. A part of the line is very poorly fenced; on the remainder the fence is in good condition.

In General.—This road is in good condition for the present light traffic and service. The attention of the officials has been called to the lack of markers to designate the statute distance from the highway grade crossings where the whistle or bell must be sounded.

Physical Condition—Electric Railways.

BARRE & MONTPELIER POWER AND TRACTION COMPANY.

Inspections of this road were made on August 22, 1901, and July 2, 1902.

Line of Road.—This is an electric street railway extending from Montpelier to Barre, with a branch line in each city. The total length is 9.25 miles. The line is used for passenger service only.

Road-bed.—The rail is steel, 56-pound weight to the yard. Ties are mostly chestnut, with a few tamarack, and are placed 2,100 to the mile. The general condition of the line is fair. On some sections of the road the track is not in good alignment and is poorly surfaced. Many of the original ties were small and poor; some of these are being replaced. Some track work is being done under the supervision of a competent roadmaster.

Fenders, Trolley-wire, etc.—The cars on this line are equipped with the "Parmenter" car fender. The trolley-wire is supported by guy-wires and by iron brackets on poles placed 160 feet apart. The wire hangs too low in places, and should be repaired.

Bridges.—There are 6 bridges on this road; five of these are used exclusively by the railway company. One is a highway bridge over which the track is laid. The "Dodge" bridge has been strengthened and repaired, and is now in good condition. One small stringer bridge in the City of Barre, and the "Benjamin Falls" bridge, a three-span wooden trestle, are both much too light for safety for cars loaded beyond their seating capacity. These bridges should be repaired and strengthened. The "Pioneer" bridge is a steel-riveted lattice structure, and its physical condition is good. The "Sabin" bridge in Montpelier is a one-span wooden stringer bridge. It is safe as long as the timbers do not decay, but its abutments are not first-class. The "Rialto" bridge in the City of Montpelier is a highway bridge, 66 feet long, built in 1864. It has been strengthened for the car service. Its con-

struction, however, is not suitable for a railroad bridge, and it has been badly racked by subjecting it to such use. It has been repaired and strengthened within the past few months under the direction of the officers of the City of Montpelier. It is probably safe for light traffic, but its condition is such that it must be replaced at no distant date.

In General.—The lines of this company occupy the streets and highways of the cities of Barre and Montpelier and the town of Berlin. In many places the track does not conform to the grade of the existing highway and the rails interfere with public travel. The attention of the company has been called to this fact, and improvements are being made along this line. The condition of the track, however, does not conform to the charter requirements. The lines of this company cross steam railroads at grade at five points. These crossings were constructed by the permission and under the direction of a former Board. The present members of the Board, from their observation and inspection of the lines, believe that these crossings are a great danger to the travelling public. It is to be regretted that under the present conditions it is impossible to abolish these crossings. The Commission has brought this to the attention of the company and urged that the regulations and restrictions governing these crossings be strictly complied with. The Company is doing a large and rapidly increasing business, and it is hoped that its financial condition will permit the expenditures necessary for the installation of more complete safety appliances at these crossings.

BELLOWS FALLS & SAXTON'S RIVER STREET RAILWAY.

This road was inspected on August 27, 1901, and on June 25, 1902.

Line of Road.—This road is operated by electric power. The line extends from the tracks of the Boston & Maine R. R., in the village of Bellows Falls, to the village of Saxton's River, a distance of about 6½ miles. It is of standard gauge and carries both passengers and freight.

Road-bed.—The rail is steel of 56-pound to the yard. The ties of oak, hemlock, and chestnut, are placed 2,250 to the mile. The

rail is in good alignment and surface. Split switches are in use and, except within the village limits, are equipped with high switch stands. Most of the ties are covered and could not be carefully examined; where they are exposed they are in good condition. Where the track occupies the highway it is graded to the level of the roadway, except in a few places near Saxton's River. A part of the road-bed between the two villages is outside of the highway limits.

Fenders, Trolley, etc.—The passenger cars of this road are equipped with the "Providence" car fenders, a style which was approved by the Board. The freight motor is not so equipped. It is claimed by the officers of the Company that this is unnecessary by reason of the low rate of speed at which it is run. The trolley wire is placed at from eighteen to twenty-two feet above the track, on supports 120 feet apart.

Bridges.—There are 4 bridges on this road. Three of these are used by the railroad company exclusively, and the fourth is a highway bridge crossed by the railroad tracks. Two of these are of steel, and were originally constructed for steam-railroad service. The highway bridge, which is used by the railway company, is a two-span stone arch bridge. It is in good condition and of ample strength. The fourth bridge is a nine-foot open culvert with wooden stringers. This bridge has been marked for repairs.

In General.—The road-bed of this Company is in good condition and well adapted to the requirements of its business. A marked improvement has been made in grading the track to the level of the street. There was considerable improvement in the general condition of the road-bed between the first and the second inspections.

BENNINGTON & HOOSICK VALLEY RAILWAY.

Inspections were made on November 8, 1901, and on July 15, 1902.

Line of Road.—This is an electric road of standard gauge, extending from No. Bennington, Vt., to Hoosick Falls, N. Y., a distance of 16½ miles. There are about eight miles of track in the State of Vermont. The company has authority under its charter to transport both freight and passengers, but at the present time its business is principally that of a passenger carrier.

Road-bed.—The line has steel rails of 60-pound weight to the yard. The ties are placed 2,500 to the mile. The alignment of rails is poor and the surface is uneven. It has received some ballast and grade work since the date of the last inspection. The space between the rails and also the margins of the track are very poorly kept. The ties are in good life but the number is not sufficient to keep the rail in good alignment. The Commission is informed that it is soon to have a number of new ties.

Fenders, Trolley, etc.—The "Providence" car fender is used by this Company. The trolley-wire is 18 feet above the track and supported once in every 125 feet. Both the wire and the supports are in good condition.

Bridges.—There are seven bridges on this road in the State of Vermont, six being of steel and one of wood. Two of these bridges in Bennington are street bridges, over which the company's track is laid, the others are used exclusively for railroad purposes. The principal criticism of the bridge inspector touches the floor systems. These are in most cases light and the ties are too widely spaced to permit a derailed car to ride over.

In General.—A part of the road-bed on this line is located in the public highway, and the track is so placed and maintained that in some places it does not conform to the grade of the travelled road. The road has been improved during the past two years.

BRATTLEBORO STREET RAILWAY.

Inspections of this road were made on August 26, 1901, and on June 25, 1902.

Line of Road.—This is a street railway operated by electric power. It occupies the streets and highways of Brattleboro and West Brattleboro, and has a total mileage of $4\frac{1}{3}$ miles.

Road-bed.—The rail is of steel of 48-pound weight. Ties are placed 2,200 to the mile. The general condition of the road-bed is very good. The rails are in good alignment. The ties, being covered, could not receive close examination. They are said to be in good condition.

Fenders, Trolley, etc.—Cars of this company are equipped with the "Parmenter" fender. The trolley wire is well supported and in good condition.

Bridges.—There are three bridges on this road, two of steel or iron, and the third of wood. They are all highway bridges over which the track of the street railway was laid. The bridge on Main street, at Brattleboro is a steel plate-girder. It is a fine bridge and undoubtedly of ample strength for the work which it has to perform. The "West Brattleboro Bridge" is a through-iron-truss bridge built in 1895 and strengthened to support the cars. This bridge was criticised by the inspector and the officials state that it will soon be strengthened. The "Bonnivale Bridge" at West Brattleboro, is a wooden stringer bridge with a clear span of 13 feet. This was found by the inspector to be too light for safety, and the company on the recommendation of the Board has strengthened it.

In General.—The Brattleboro Street Railway is in good condition. Its road-bed has been improved since the first inspection. As soon as the contemplated changes are carried out in regard to the bridge above mentioned the road-bed will be in first-class condition.

BURLINGTON TRACTION COMPANY. -

Inspected on October 17, 1901, and on June 23, 1902.

Line of Road.—This is a street railway operated by electricity in the streets of the city of Burlington and the village of Winooski. The total length of main line is 10.76 miles, with 2,500 feet of switches and sidings.

Road-bed.—The rails are 48, 56 and 60-pound to the yard. Ties are placed 2,700 to the mile. The track is in excellent alignment and surface. It shows care and attention on the part of those in charge of it. The road-bed conforms to the grade of the streets and highways.

Fenders, Trolley, etc.—The cars of this company are equipped with the "Parmenter" car fender. The trolley-wire is supported every 100 feet at an average height of 19 feet above the track.

Bridges.—The tracks of this company cross but one bridge; this is a large steel highway bridge in the village of Winooski, and is no doubt of ample strength for all requirements. It was not examined by the bridge expert.

In General.—The line of this company is in excellent condition and well adapted to the large and increasing business. The road is the best electric railway in the State.

MILITARY POST STREET RAILWAY.

Inspections were made on August 17, 1901, and June 23, 1902.

Line of Road.—This is a street railway, operated by electricity for passenger service, from a point in the village of Winooski through the town of Colchester to a point in the village of Essex Junction. The total length of this line is 4.64 miles. It is operated in connection with the Burlington Traction Company, through car service being maintained between Essex Junction and Burlington.

Road-bed.—The line has 56-pound steel rails. The ties are placed 2,200 to the mile. The track is in excellent alignment and surface and, excepting in one or two places, conforms to the grade of the established highway.

Fenders, Trolley-wire, etc.—The cars of this company are equipped with the "Parmenter" car fender. The trolley-wire is well supported on iron brackets about 100 feet apart.

Bridges.—The track crosses one steel-girder highway bridge over the tracks of the Central Vermont Railway in the village of Winooski. The bridge was rebuilt but a few years since and is maintained by the Central Vermont Railway.

In General.—This line is in excellent condition and well equipped for its large and rapidly increasing business. It forms a continuous line with the Burlington Traction Company and is maintained in the same excellent condition. The track crosses, at grade, a spur track of the Central Vermont Railway near Fort Ethan Allen. This siding leads to the store-houses at the Fort and freight cars pass over it at a low rate of speed. The crossing is not a dangerous one.

MOUNT MANSFIELD ELECTRIC RAILWAY.

Inspections were made on November 6, 1901, and on July 3, 1902.

Line of Road.—This is a standard gauge, freight and passenger road, operated by electricity, from the Central Vermont Railway in the village of Waterbury to the village of Stowe, a distance of $10\frac{1}{2}$ miles. It has about $2\frac{1}{2}$ miles of sidings and other tracks.

Road-bed.—This line has steel rails of 65-pound weight, laid with broken joints and supported by four-bolt angle-bars. The ties are placed 2,600 to the mile. The road has many sharp curves and some heavy grades. It was constructed and open for business in 1897. The rail was well laid and many of the curves are braced. The road-bed has been allowed to deteriorate through lack of care and the necessary repairs. If the present policy of economy and neglect is continued the road-bed will soon be in such a condition as to render it unsafe for public traffic. The attention of the company was called to this fact after the first in-

spection. The general condition of the road was not as good on the second inspection as on the first. A few days prior to the second inspection the road-bed suffered greatly from heavy rains and was badly damaged and washed out in several places. These washouts had received temporary repairs at the time of the inspection, and the Commission was informed that it was the intention of the company to make permanent improvements.

Fenders, Trolley-wire, etc.—This company has never complied with Act 73, of the Laws of 1898, requiring street railway companies to equip their cars when in use with fenders and guards. The officials of this company, soon after the passage of this Act, made the claim that their railway was not a street railway within the meaning of the Act, and asked that the Board exempt it from the requirements of the statute. The matter was held open by the Board and no fenders have been placed upon the cars of this company. The trolley-wire is placed 18 feet above the rails and supported by poles with iron arms placed once in every 125 feet. Power is supplied from two dynamos which are operated by two 250 horse-power steam engines at a power station located between Waterbury Center and Stowe.

Bridges.—There are seven bridges on this line, all of them of wood. These bridges were carefully examined by Mr. Stowell who computed the stresses on the assumption that the heaviest load carried was a loaded freight car of 56,000 pounds. His recommendations and suggestions were duly forwarded to the officials of the road. The faults pointed out by him were not such as to seriously impair the safety of the travelling public. The company has taken no action in regard to the bridges and they remain the same as at the time of the first inspection. The condition of the trestle at Waterbury Center is such as to demand immediate attention.

In General.—The general condition of the road-bed of this company is such that the Commissioners have considered the advisability of taking some action which will compel the management to place it in a safe and proper condition for public travel. The Commissioners do not feel, however, that the power and authority granted to them by the statute is such as to enable them to take the proper action in the case. It is to be regretted that power is not vested in some State official who can, by due process of law, prevent the operation of a railroad which, through incompetent supervision and neglect, has been allowed to reach such a condition as to render it a menace to the safety of the travelling public.

RUTLAND STREET RAILWAY.

Inspections were made on November 7, 1901, and June 24, 1902.

Line of Road.—This is an electric street railway for passenger service, and occupies the streets and highways of the city of Rutland and the towns of Rutland and West Rutland. The lines of this Company now aggregate about $9\frac{1}{2}$ miles.

Road-bed.—The rail is 60-pound steel. The ties are placed 2,640 to the mile. The road-bed is in very good condition, and the alignment and surface of the track is very good. A number of new ties have been laid during the past two years. Tie rods are used on some sections to prevent the spreading of rails. Except in a few places, the grade conforms to that of the streets and highways.

Fenders, Trolley-wire, etc.—The "Providence" fenders are in use on this line. The trolley-wire is placed 18 feet above the rail and is supported by arms and guy wires which are placed from 75 to 100 feet apart.

Bridges.—There are seven bridges on this line. Three of iron or steel and four of wood. Two of the latter and one iron bridge are used for railroad purposes only; the remainder are used jointly for railroad and highway traffic. Most of the bridges on this line, under the present rolling stock and traffic, are being strained to the full limit of their carrying capacity. One or two of the structures were severely criticised by Mr. Stowell, the bridge inspector employed by the Board. This fact is known to the present officials of the Company, and plans are now being made for a complete change of many of these structures. If the present plans are carried out, this part of the line will have received its share of attention. At present the bridges on this road are not in a condition to warrant the use of heavy cars or to withstand the strain of heavy traffic.

In General.—This line has been improved during the past two years. An extension is being constructed from West Rutland to Fair Haven. Mention of this is made in the general report of the Board.

ST. ALBANS STREET RAILWAY.

Inspection made July 29, 1902.

Line of Road.—This is an electric railway equipped for both passenger and freight traffic. It extends from St. Albans to Swanton and from St. Albans to St. Albans Bay. Total mileage, about 13 miles. Construction work was begun in May, 1901. The line to St. Albans Bay was opened for public traffic July 3, 1901. The line to Swanton was opened July 1, 1902.

Road-bed.—The rails are 60-pound steel. The larger part are 60 feet in length. These rails are laid with broken, supported joints and four-bolt angle-bars. The ties are chestnut, placed 2,400 to the mile. A large part of the road-bed is not within the travelled portion of the highway. The road-bed is well constructed and the grade work is not yet completed to conform to the streets, but is being put in satisfactory condition.

Trolley-wire, Fenders, etc.—The trolley-wire is placed about 18 feet above the track and is well supported. The line has double-truck cars supplied with air-brakes and "Parmenter" fenders.

In General.—This line has been constructed and opened since the last report of this Board. Though not yet completed, it promises to become one of the best electric railways in the State. It has four crossings at grade with steam roads. These were constructed under orders of the Board. The crossing at Lake street, in the city of St. Albans, is equipped with an interlocking signal and derailing plant, the only one in the State. This road connects at St. Albans Bay with the boats of the Champlain Transportation Company, at St. Albans with the Central Vermont Railway, and at Swanton with the St. Johnsbury & Lake Champlain R. R.

SPRINGFIELD ELECTRIC RAILWAY.

Inspected August 27, 1901, and on June 26, 1902.

Line of Road.—This is a standard-gauge road, operated by electricity, for both passengers and freight. It extends from Springfield, Vt., to Charlestown, N.H., with a short branch to Springfield Station. The main line is eight miles in length, but of this $2\frac{3}{4}$ miles are in the State of New Hampshire. There are 4,534 feet of sidings.

Road-bed.—The road has steel rails of the weight of 56 and 60-pounds to the yard. It is tied 2,625 to the mile. On inspection this line was found to be in good condition for service. The rails are well aligned and braced at the curves. Ties are being so renewed as to keep them in good condition. The road is being improved by grade work and by the removal of curves. The road-bed occupies the highway a large part of the distance between Springfield village and the Connecticut river. In many places the highway is very narrow. It is not graded to the surface of the streets and forms an obstruction to vehicles. The attention of the officers of the company has been called to this fact. The present policy of the company to straighten the line of track will in places remove the road-bed from the limits of the highway, and if this improvement is carried on the obstruction to travel will be removed.

Fenders, Trolley, etc.—The cars are equipped with "Hipwood-Barrett" car fenders or with the "Providence" car fender, both of which styles have been approved by the Board. The trolley is placed at a safe distance above the streets and highways, and is well supported by poles with iron braces.

Bridges.—There are three bridges on the road, all of iron or steel. Two of these are used for highway purposes. Bridge No. 1, in the village of Springfield was at the time of the last inspection being replaced by a heavy steel structure. When this is completed all of the bridges on this line will be in good condition.

In General.—The general condition of this road and its equipment is very good, and the road has been improved between the dates of the two inspections.

APPENDIX.

STATISTICAL TABLES.

STEAM RAILROADS.

Tables I. to XII. inclusive.

TABLE II.

RAILROAD CAPITAL AT CLOSE

1	2	3	4
NAME OF COMPANY.	STOCKS.		FUNDED
	Amount outstanding.	Amount per mile of line.	Amount outstanding.
	Dollars.	Dollars.	Dollars.
1 Atlantic and St. Lawrence.....	5,484,000	33,192	3,438,000
2 Barre.....	75,340	8,136	.....
3 Bennington & Rutland.....	1,000,000	16,975	500,000
4 Boston & Maine.....	25,032,725	48,225	21,330,334
5 Bristol.....	100,000	15,175	100,000
6 Central Vermont.....	3,000,000	12,180	11,000,000
7 Clarendon & Pittsford.....	120,000	12,000	.....
8 Delaware & Hudson.....	34,800,000	.....	.....
9 Fitchburg.....	24,360,000	61,837	21,182,000
10 Hardwick & Woodbury.....	48,650	6,277	.....
11 Hoosac Tunnel & Wilmington.....	250,000	10,000	250,000
12 Maine Central.....	4,988,000	14,400	10,792,192
13 Montpelier & Wells River.....	800,000	20,942	.....
14 Montreal & Atlantic.....	3,200,000	22,972	1,065,000
15 Rutland.....	6,719,700	55,890	3,500,000
16 St. Johnsbury & Lake Champlain.....	3,848,500	29,266	2,500,000
17 Vermont Valley.....	1,000,000	41,667	800,000
18 Woodstock.....	250,000	18,011	.....

RAILROAD CAPITAL AT CLOSE

1 Atlantic and St. Lawrence.....	5,484,000	33,192	3,438,000
2 Barre.....	75,340	8,136	.....
3 Boston & Maine.....	26,516,970	42,889	28,794,915
4 Bristol.....	100,000	15,174+	100,000
5 Central Vermont.....	3,000,000	12,180	11,000,000
6 Chatham & Lebanon Valley.....	1,000,000	17,343	247,620
7 Clarendon & Pittsford.....	120,000	12,000	.....
8 Delaware & Hudson.....	34,658,200	.....	7,500,000
9 Hardwick & Woodbury.....	48,650	6,277	.....
10 Hoosac Tunnel & Wilmington.....	250,000	10,000	250,000
11 Maine Central.....	4,988,000	12,635	12,492,192
12 Montpelier & Wells River.....	800,000	20,942	.....
13 Montreal & Atlantic.....	3,200,000	22,972	1,065,000
14 Rutland.....	8,768,700	24,421	10,250,000
15 St. Johnsbury & Lake Champlain.....	3,848,500	29,266	2,500,000
16 Vermont Valley.....	1,000,000	41,667	800,000
17 Woodstock.....	250,000	18,011	.....

(1) No part of capital is apportioned to railroads.

TABLE II.

OF YEAR ENDING JUNE 30, 1900.

5	6	7	8	9	10	11	
DEBT.					SUMMARY.		
Amount per mile of line. <i>Dollars.</i>	DESIGNATION.				Total railroad capital. <i>Dollars.</i>	Amount per mile of line. <i>Dollars.</i>	
	Bonds. <i>Dollars.</i>	Miscellan- eous obliga- tions. <i>Dollars.</i>	Income bonds. <i>Dollars.</i>	Equip- ment trust obli- gation. <i>Dollars.</i>			
20,809	3,438,000				8,922,000	54,001	1
					75,340	8,136	2
8,487	500,000				1,500,000	25,462	3
41,059	9,297,833	12,032,500			46,383,059	89,284	4
15,175	100,000				200,000	30,350	5
44,680	11,000,000				14,000,000	56,841	6
					120,000	12,000	7
					34,800,000		8
53,769	21,182,000				45,542,000	115,606	9
					48,650	6,277	10
10,000	250,000				500,000	20,000	11
31,157	9,742,192	1,050,000			15,780,192	45,557	12
					800,000	20,942	13
12,500	1,065,000				4,265,000	35,472	14
29,111	3,500,000				10,249,700	85,001	15
19,011	2,500,000				6,348,500	48,277	16
33,333	800,000				1,800,000	75,000	17
					250,000	18,011	18

OF YEAR ENDING JUNE 30, 1901.

20,809	3,438,000				8,922,000	54,001	1
					75,340	8,136	2
46,573	11,208,414	17,586,500			55,311,885	89,462	3
15,174					200,000	30,349	4
44,680	11,000,000				14,000,000	56,841	5
4,294	247,620				1,247,620	21,637	6
					120,000	12,000	7
	5,000,000	2,500,000		1,200,000	43,358,200		8
					48,650	6,277	9
10,000	250,000				500,000	20,000	10
31,644	11,442,192	1,050,000			17,480,192	44,279	11
					800,000	20,942	12
12,500	1,065,000				4,265,000	35,472	13
28,547	10,250,000				19,463,700	54,207	14
19,011	2,500,000				6,348,500	48,277	15
33,333	800,000				1,800,000	75,000	16
					250,000	18,011	17

TABLE III.

EARNINGS AND INCOME

	1	2	3	4	5	6	7	8
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE.							
	Passenger Revenue	Revenue per passen- ger per mile, Cents.	Mail.	Express.	Total passenger earnings including miscellaneous.	Passenger earnings per train per mile.	Prop. to total earnings, 100 x Col. 6 ÷ Col. 16.	Per Cent.
	Dollars.		Dollars.	Dollars.	Dollars.	Dollars.		
1 Atlantic & St. Lawrence { ⁽¹⁾ { ⁽²⁾	246,408	2.071	25,723	28,514	300,645	.75622	23.	
2 Barre	25,667	2.212	.....	.....	35,446	.52232	18.	
3 Bennington & Rutland... ⁽³⁾	280	3.494	.....	.....	280	1.1222	51.51	
4 Boston & Maine..... ⁽¹⁾	105,554	2.816	8,908	6,286	120,748	.72424	51.75	
5 Bristol.....	9,069,117	1.727	350,681	621,544	10,162,161	1.253	45.56	
6 Central Vermont.....	4,606	.....	1,744	⁽⁴⁾	6,351	.....	45.28	
7 Clarendon & Pittsford	671,612	2.187	58,945	36,376	778,732	.99108	35.74	
8 Delaware & Hudson..... ⁽⁵⁾	828,914	2.267	38,938	63,838	943,556	.96531	35.30	
9 Fitchburg	2,224,771	1.805	83,047	170,026	2,516,739	.9844	31.18	
10 Hardwick & Woodbury.....	247	1.496	.....	.....	247	.0403	2.21	
11 Hoosac T. & Wilmington	9,306	3.42	1,096	1,505	11,906	.4978	21.19	
12 Maine Central ... { ⁽²⁾ { ⁽¹⁾	8,458	.....	626	69	9,145	.4427	.....
13 Montpelier & Wells River	2,021,144	2.22	180,378	77,124	2,322,292	1.279	41.23	
14 Montreal & Atlantic... { ⁽¹⁾ { ⁽²⁾	47,521	2.50	4,336	2,800	54,657	.547	36.01	
15 Rutland	138,174	2.566	7,754	6,180	152,108	.6189	32.26	
16 St. Johnsbury & L. Champ'n	25,383	1.73	1,514	1,135	28,031	.....	.....
17 Vermont Valley	371,573	2.44	28,563	17,723	423,569	1.134	43.11	
18 Woodstock	76,798	2.56	12,756	4,000	93,554	.637	22.25	
	83,754	2.26	7,063	3,367	95,252	1.395	38.85	
	13,627	3.69	929	900	14,856	.606	42.08	

EARNINGS AND INCOME

1 Atlantic & St. Lawrence....	266,418	1.879	25,709	30,160	322,289	.81647	21.68
2 Barre	76	5.0	.....	.....	76	.67477	.13
3 Boston & Maine..... ⁽¹⁾	11,147,757	1.763	438,760	801,081	12,526,159	1.15537	40.66
4 Bristol.....	5,235	.....	1,368	⁽⁴⁾	6,604	.....	48.3
5 Central Vermont..... ⁽²⁾	641,863	2.166	58,736	37,810	750,274	.99552	35.52
6 Chatham & Lebanon Val. ⁽¹⁾	19,333	2.791	⁽⁵⁾	⁽¹⁾	22,887	.29313	45.56
7 Clarendon & Pittsford .....	.....	.....	.....	.....	.....	.....	.....
8 Delaware & Hudson..... ⁽³⁾	839,233	2.370	38,924	63,899	976,045	.98230	36.30
9 Hardwick & Woodbury	90	1.39	.....	.....	90	.0169	.81
10 Hoosac T. & Wilmington	10,675	3.371	1,071	1,064	13,411	.44449	22.01
11 Maine Central	2,110,754	2.155	180,441	84,023	2,427,976	1.2456	41.17
12 Montpelier & Wells River..	46,982	2.146	4,337	2,800	54,119	.5208	34.68
13 Montreal & Atlantic... { ⁽¹⁾ { ⁽²⁾	142,563	2.566	⁽³⁾	⁽⁵⁾	155,456	.6308	31.60
14 Rutland.....	26,729	1.776	1,400	1,017	29,138	.6997	30.52
15 St. Johnsbury & L. Champ'n	616,851	2.304	⁽²⁾	⁽²⁾	709,637	.8589	38.10
16 Vermont Valley	424,602	2.09	38,583	24,880	497,061	.8917	42.40
17 Woodstock	77,025	2.62	12,725	4,000	93,750	.5002	30.57
	87,326	2.23	7,099	3,360	98,560	1.380	40.22
	13,470	3.82	929	1,000	15,399	.472	44.10

⁽¹⁾ Whole Line.⁽²⁾ In Vermont.⁽³⁾ Report for 10 months ending April 30, 1900. Leased to Rutland R. R.⁽⁴⁾ Included in mail.⁽⁵⁾ Saratoga Division.⁽⁶⁾ No data.

TABLE III.

FOR THE YEAR ENDING JUNE 30, 1900.

9	10	11	12	13	14	15	16	17	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.		
Freight Revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings, 100×Col. 11÷Col. 16. Per cent.	Balance of car mileage, switching, etc.	Telegraph and other sources.	Total earnings from operation, Cols. 6+11+14+15.	Total earnings per train mile.	
Dollars	Doll'rs	Dollars.	Doll'rs		Doll'rs	Dollars.	Dollars.	Dollars.	
1,003 259	.00526	1,003,259	1.18827	76.	.....	2,996	1,396,900	1.050	1
158 312	.00437	158,312	.87364	82.	.....	.....	193,759	.774	2
49,367	.00381	49,367	4.83276	90 83	.....	4,705	54,353	5.320	3
111,214	.01539	111,214	1.4915	47 67	.....	1,370	233 331	.967	4
11,983,146	.01439	12,048,941	2.3255	54.03	.....	90,662	22,301,764	1.678	5
7,581	.....	7,581	.....	54.42	.....	91	14,023	.....	6
1,372 385	.00653	1,372,285	1.3889	62.98	.....	27,651	2,178,768	1 316	7
50,280	.156	50 280	.....	100.	121	.....	50,402	.....	8
1,646 703	.01105	1,646,703	2.906	61.61	.....	82,508	2,672,768	1.838	9
5,163,264	.00798	5,442,023	1.9773	67.42	.....	112,688	8,071,441	1.520	10
10,947	.00709	10,947	1.789	97.79	.....	.....	11,193	1.829	11
44,266	.0071	44,266	2.672	78 79	.....	.....	56,186	1.794	12
20,000	.....	20,000	1.03	.....	.....	.....	29,146	.729	13
3,277,273	.01131	3,287 631	2.119	58.28	.....	27,800	5,640,724	1.647	14
91,912	.0239	91,912	1 865	60.56	.....	5,219	151,788	1.238	15
307,388	.0817	307,388	1.0759	65.19	.....	12,052	471,558	1.668	16
56,469	.0050	56,469	.....	.....	.....	2,214	86,714	.....	17
554,917	.01132	554,916	1.269	56.46	.....	4,180	982,696	1.212	18
236,557	.0089	236,557	.8290	71.42	.....	1,110	331,211	.766	
149,313	.0978	149,313	1.657	60.90	.....	600	245,164	1.549	
20,453	.0907	20,453	.833	57.92	.....	.....	33,308	1.440	

FOR THE YEAR ENDING JUNE 30, 1901.

1,160 651	0.553	1,160,651	1.68	78.13	.....	2,525	1,483,466	1.246	1
50,647	9.042	50,647	4.772	91.51	609	4,012	53,345	2.322	2
17,437,916	0.134	18,208,515	2.39	59 11	.....	65,239	39,800,914	1.178	3
7,305	.....	7,305	.....	51.7	.....	32	13,942	.....	4
1,337,103	0.737	1,337,103	1.326	63.31	.....	24,427	2,111,806	.909	5
26,810	4.250	26,810	.98587	54.09	.....	163	49 569	.450	6
42,792	9.60	42,792	.....	100.	.....	.....	42,792	.....	7
1,595,184	1.105	1,595,184	2.6369	60.14	.....	89,896	2,652,126	1.763	8
11,020	4.972	11 020	2.0568	99.18	.....	.....	11,111	1.783	9
47,485	6.131	47,485	2.424	77.96	14	.....	60,911	1.569	10
3,427,475	1.146	3,440,570	2.436	58.34	.....	27,800	5,896,546	1.228	11
98,911	1.818	98,911	2.195	63.59	.....	2,711	153,741	1.011	12
325,623	0.773	325,623	1.012	66.19	.....	10,010	491,889	1.087	13
61,064	0.475	61,064	1.414	66.24	.....	1,988	92,191	1.066	14
1,149,846	0.841	1,149,846	1.397	61.75	(?)	2,753	1,862,236	1.142	15
673,108	0 821	673 108	1.393	57.42	.....	2,069	1,172,240	1.125	16
208,180	1.114	208,180	.960	67.24	663	4,019	306,644	.864	17
142,782	0.958	146,451	1.505	59.53	.....	600	246,011	1.477	18
19,508	9.484	19,508	.998	55.88	.....	.....	34,908	1.070	19

TABLE IV.

OPERATING EXPENDITURES FOR YEAR ENDING JUNE 30, 1900.

1	2	3	4	5	6	7	8
NAME OF COMPANY.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES.			
	Amount, Col. 3+4+ 7+8.	Per train mille.	Proportion earnings from opera- tion, 100 × col. 2 ÷ Col. 16 T. 111.	Maintena'ce of way and structures.	Maintena'ce of equipment.	Conducting transpor- tation.	General expenses.
	Dollars.	Dollars.	Per cent.	Dollars.	Dollars	Dollars.	Dollars.
1 Atlantic & St. Lawrence	1,110,433	.89268	84.97	217,068	158,184	697,217	37,963
2 Barre	222,969	.89254	114.74	43,457	31,628	139,583	7,000
3 Bennington & Rutland	24,012	2.35061	44.20	9,854	9,674	9,904	1,580
4 Boston & Maine	166,976	.68629	71.18	39,796	42,474	70,375	7,431
5 Bristol	15,569,626	1.17161	69.81	3,070,506	2,574,859	9,384,307	539,624
6 Central Vermont	7,944	.90437	66.65	(^b)			
7 Chateaufort	1,596,133	.90437	73.38	456,984	356,520	720,401	62,188
8 Clarendon & Pittsford	22,347	.120579	44.20	6,000	4,500	10,347	500
9 Delaware & Hudson	1,752,756	1.20579	65.57	295,974	265,805	1,135,730	55,246
10 Fitchburg	5,367,867	1.01112	68.50	925,636	1,012,581	3,323,480	106,170
11 Hardwick & Woodbury	10,817	1.77146	103.28	7,789	1,137	6,316	635
12 Hoosac Tunnel & Wilmington	36,309	1.16620	65.14	7,982	9,947	15,236	3,484
13 Maine Central	3,733,571	1.11447	69.35	786,165	849,760	1,862,578	128,459
14 Montpelier & Wells River	115,400	.94184	76.07	32,443	13,539	55,660	13,378
15 Montreal & Atlantic	421,747	.92797	89.44	104,729	48,319	248,158	20,540
16 Rutland	77,475	.....	89.34	19,238	8,876	45,367	3,773
17 St. Johnsbury & Lake Champlain	562,546	.65392	57.24	129,284	64,108	333,899	35,315
18 Vermont Valley	862,768	.70081	91.40	90,633	12,942	187,477	11,506
19 Woodstock	188,223	1.18891	76.77	39,609	45,677	96,334	3,092
20	20,061	.89857	58.23	8,643	477	9,047	1,792

OPERATING EXPENDITURES FOR YEAR ENDING JUNE 30, 1901.

1	Atlantic & St. Lawrence.....	{ ⁽¹⁾	1,240,319	1,240,319	90.80	285,000	105,028	850,186	37,205
2	Barre	{ ⁽²⁾	288,109	1,240,319	.....	57,007	32,989	170,790	7,302
3	Boston & Maine.....		24,049	2,322,767	44.54	9,812	9,735	9,173	2,929
4	Bristol.....		21,222,187	1,178,53	69.87	3,515,642	3,500,330	13,644,632	801,362
5	Central Vermont.....		9,064	(⁽³⁾	1,349	7,744
6	Chatham & Lebanon Valley.....	{ ⁽¹⁾	1,504,547	.90222	71.24	372,353	205,305	858,175	65,623
7	Clarendon & Pittsford.....	{ ⁽²⁾	46,354	.45038	94.74	6,885	6,638	29,135	4,205
8	Delaware & Hudson.....		3,321	.....	67.66	516	408	2,185	322
9	Hardwick & Woodbury.....		25,355	.....	69.09	11,608	4,600	12,157	500
10	Hoosac Tunnel & Wilmington.....		1,832,384	1,21831	85.98	412,053	252,829	1,071,460	56,008
11	Maine Central		9,354	1,78311	64.04	3,157	445	5,345	606
12	Montpelier & Wells River		39,010	1,00512	67.19	9,703	10,736	14,408	4,072
13	Montreal & Atlantic.....	{ ⁽¹⁾	3,462,336	1,22872	81.33	1,206,805	559,346	2,081,222	164,870
14	Rutland	{ ⁽²⁾	133,651	1,01185	89.38	35,036	18,365	59,606	13,455
15	St. Johnsbury & Lake Champlain ..		435,684	.97178	.....	98,240	51,415	203,790	20,239
16	Vermont Valley.....		82,440	.97196	.....	18,420	9,040	50,586	3,795
17	Woodstock		1,208,427	.74150	64.89	212,438	174,891	767,936	53,147
			742,346	.71264	63.32	135,007	103,828	468,568	32,803
			298,219	.84116	97.25	101,707	12,281	174,680	5,400
			189,129	1,13550	76.88	51,740	35,367	43,943	4,079
			25,077	.79991	74.70	11,226	879	11,865	2,107

(⁽¹⁾) Entire Line.

(⁽²⁾) Vermont.

(⁽³⁾) Ten months ending April 30, 1900.

(⁽⁴⁾) Unclassified.

(⁽⁵⁾) Saratoga Division.

(⁽⁶⁾) No data.

TABLE V.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1900.

1	NAME OF COMPANY.	2	3	4	5	INCOME FROM PROPERTY OWNED.					10								
						Gross earnings from operation	Operating expenses.	Income from operation. Col. 2-Col. 3	SOURCE OF INCOME.			Total income from property described 5+6+7+8.	Total income Cols. 4+9.						
									Lease of road.	Dividends on Stocks.				Income on Bonds.	Miscellaneous income (net)				
																Dollars.	Dollars.	Dollars.	Dollars.
1	Atlantic & St. Lawrence.....	1,306,900	1,110,433	196,466	.....	.....	.....	.....	.....	196,466	1			
2	Barre.....	54,302	24,012	30,340	.....	.....	.....	.....	.....	30,340	2			
3	Bennington & Rutland.....	233,331	166,076	67,255	.....	.....	.....	.....	.....	67,255	3			
4	Boston & Maine.....	22,301,704	15,562,927	6,732,137	.....	229,557	5,618	287,550	322,725	7,254,853	4							
5	Bristol.....	14,023	7,944	6,079	.....	.....	.....	.....	.....	6,079	5			
6	Central Vermont.....	2,178,708	1,596,133	582,634	.....	.....	10,845	56,483	67,328	649,963	6						
7	Clarendon & Plattsford.....	50,402	22,347	28,054	.....	.....	.....	.....	.....	28,054	7			
8	Delaware & Hudson.....	2,672,708	1,732,756	940,011	.....	.....	9,345	.....	9,345	929,556	8					
9	Fitchburg.....	8,671,411	5,367,873	2,703,573	.....	.....	.....	.....	.....	2,703,573	9			
10	Hardwick & Woodbury.....	11,103	10,838	265	.....	.....	.....	.....	.....	265	10			
11	Hoosac Tunnel & Wilmington.....	56,125	39,589	16,566	.....	.....	.....	.....	.....	1,392	11			
12	Maine Central.....	5,640,723	3,753,971	1,886,752	.....	.....	.....	.....	.....	1,302	12			
13	Montpelier & Wells River.....	161,787	115,450	46,327	.....	15,328	35	42,381	57,944	1,944,690	13							
14	Montreal & Atlantic.....	471,558	421,747	49,810	.....	.....	.....	9,100	9,100	45,437	14					
15	Rutland.....	992,696	562,546	430,150	.....	43,038	11,244	14,038	68,340	498,490	15							
16	St. Johnsbury & Lake Champlain.....	331,211	302,758	28,453	.....	.....	.....	896	.....	29,359	16				
17	Vermont Valley.....	245,164	188,223	56,941	.....	.....	40,000	8,971	48,971	105,913	17						
18	Woodstock.....	35,308	20,560	14,747	.....	.....	.....	.....	.....	14,747	18			

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1901.

1 Atlantic & St. Lawrence.....	1,453,466	1,349,319	136,146	.....	.....	.....	.....	.....	136,146	1
2 Barre.....	35,345	24,649	30,286	.....	.....	.....	.....	.....	30,696	2
3 Boston & Maine.....	30,800,914	21,022,187	9,278,727	.....	.....	.....	.....	.....	9,832,003	3
4 Bristol.....	13,942	9,094	4,847	.....	.....	.....	.....	.....	5,303	4
5 Central Vermont.....	2,111,896	1,504,547	607,238	.....	.....	.....	.....	.....	617,606	5
6 Chatham & Lebanon Valley.....	49,590	46,934	2,696	.....	.....	.....	.....	.....	2,696	6
7 Clarendon & Pittsford.....	43,752	29,935	13,757	.....	.....	.....	.....	.....	13,757	7
8 Delaware & Hudson.....	2,632,126	1,832,384	819,742	.....	.....	.....	.....	.....	829,287	8
9 Hardwick & Woodbury.....	11,111	9,633	1,557	.....	.....	.....	.....	.....	1,557	9
10 Hoosac Tunnel & Wilmington.....	60,911	39,010	21,901	.....	.....	.....	.....	.....	22,570	10
11 Maine Central.....	5,896,346	3,962,338	1,943,007	.....	.....	.....	.....	.....	1,908,568	11
12 Montpelier & Wells River.....	155,741	126,061	29,679	.....	.....	.....	.....	.....	38,192	12
13 Montreal & Atlantic.....	431,889	439,684	52,204	.....	.....	.....	.....	.....	52,204	13
14 Rutland.....	1,802,295	1,208,427	653,868	.....	.....	.....	.....	.....	755,891	14
15 St. Johnsbury & Lake Champlain.....	306,644	208,219	8,424	.....	.....	.....	.....	.....	11,025	15
16 Vermont Valley.....	246,011	189,129	56,882	.....	.....	.....	.....	.....	106,275	16
17 Woodstock.....	34,908	26,077	8,831	.....	.....	.....	.....	.....	9,131	17

(¹) Saratoga Division.

(²) Report covers 10 months.

TABLE V.
INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1900.—(Continued.)

11	12	13	14	15	16	17	18	19	20
NAME OF COMPANY.	EXPENSES ASSIGNABLE TO FIXED CHARGES.								
	DESIGNATION.					Total fixed charges, Cols. 12+13+14+15+16+17	Net income Cols. 10+18	Net deficit, Cols. 19+20.	
	Interest on funded debt accrued.	Interest on interest-bearing current rent liabilities accrued.	Rents paid for lease of road.	Taxes.	Fortification improvements charged to income account.				
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1 Atlantic & St. Lawrence..... ⁽¹⁾	206,280	10,673	.....	49,160	.....	255,380	.....	58,913	1
2 Barre..... ⁽¹⁾	1,331	.....	12,004	18,336	.....	2
3 Bennington & Rutland..... ⁽³⁾	18,736	.....	.....	6,265	.....	25,315	41,539	.....	3
4 Boston & Maine..... ⁽¹⁾	1,032,765	11,586	3,214,063	1,300,269	.....	5,567,542	1,667,320	.....	4
5 Bristol..... ⁽¹⁾	4,000	188	.....	.....	.....	4,188	1,263	.....	5
6 Central Vermont..... ⁽¹⁾	440,000	.....	26,383	54,739	.....	521,113	128,849	.....	6
7 Claremont & Pittsford..... ⁽¹⁾	2,055	.....	1,663	.....	3,148	24,906	.....	7
8 Delaware & Hudson..... ⁽⁵⁾	1,029,575	115,141	.....	1,145,016	.....	1,145,016	8
9 Fitchburg..... ⁽¹⁾	953,133	.....	259,980	313,065	.....	1,526,118	1,177,404	.....	9
10 Hardwick & Woodbury..... ⁽¹⁾	410	.....	239	.....	649	.....	253	10
11 Hoosac Tunnel & Wilmington..... ⁽¹⁾	11,836	.....	.....	627	.....	12,540	8,308	.....	11
12 Maine Central..... ⁽¹⁾	351,430	3,380	646,525	147,703	.....	1,408,539	536,157	.....	12
13 Montpelier & Wells River..... ⁽¹⁾	4,300	4,472	.....	9,272	36,146	.....	13
14 Montreal & Atlantic..... ⁽¹⁾	40,680	5,616	.....	46,378	3,432	.....	14
15 Rutland..... ⁽¹⁾	177,751	58,982	28,375	26,320	.....	291,329	197,161	.....	15
16 St. Johnsbury & Lake Champlain..... ⁽¹⁾	62,400	.....	.....	8,352	.....	74,782	.....	45,523	16
17 Vermont Valley..... ⁽¹⁾	40,000	.....	.....	5,842	.....	45,842	60,070	.....	17
18 Woodstock..... ⁽¹⁾	912	.....	912	13,834	.....	18

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1901.—Continued.

1 Atlantic & St. Lawrence	(1)	206,280	.....	10,356	.....	18,001	40,824	.....	265,105	19,078	128,906	1
2 Barre .....	.....	1,212,951	.....	31,845	.....	5,194,401	1,547,315	.....	11,017	1,690,413	.....	2
3 Boston & Maine .....	.....	4,000	.....	.....	.....	.....	.....	.....	4,537	768	.....	3
4 Bristol .....	.....	440,000	.....	.....	.....	26,103	53,667	.....	614,554	2,803	.....	4
5 Central Vermont .....	.....	.....	.....	.....	.....	.....	1,742	.....	2,636	11,801	.....	5
6 Chatham & Lebanon Valley .....	.....	.....	.....	886	.....	1,033,658	1,139	.....	1,965	.....	.....	6
7 Clarendon & Pittsford .....	.....	.....	.....	877	.....	.....	298	.....	1,146	.....	.....	7
8 Delaware & Hudson .....	.....	.....	.....	.....	.....	.....	674	.....	13,174	9,496	.....	8
9 Hartwick & Woodbury .....	.....	12,500	.....	.....	.....	502,121	197,345	.....	1,423,958	574,089	.....	9
10 Hoosac Tunnel .....	.....	604,221	.....	.....	.....	4,800	4,802	.....	9,302	39,489	.....	10
11 Maine Central .....	.....	.....	.....	.....	.....	36,000	4,325	.....	41,223	10,981	.....	11
12 Montpelier & Wells River .....	.....	.....	.....	.....	.....	15,000	67,467	.....	554,322	201,369	.....	12
13 Montreal & Atlantic .....	.....	458,006	.....	13,458	.....	.....	8,621	.....	89,269	.....	.....	13
14 Rutland .....	.....	66,400	.....	14,388	.....	.....	6,168	.....	46,168	.....	.....	14
15 St. Johnsbury & Lake Champlain .....	.....	40,000	.....	.....	.....	.....	910	.....	.....	.....	.....	15
16 Vermont Valley .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17 Woodstock .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17

(1) Whole Line.

(2) In Vermont.

(3) Includes \$23,792 interest on Real Estate Mortgages.

(4) Deficit of \$94,753 in miscellaneous income, arising from deficit of \$139,467 in operation of New London Northern R. R.

(5) Saratoga Division.

(6) Report for 10 months.

(7) Includes \$23,792 "interest on mortgages."

TABLE V.

INCOME ACCOUNT FOR YEAR

21		22	23	24	25	26	27
NAME OF COMPANY.		PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1900.
		DIVIDENDS DECLARED.				Total payments from net income including miscellaneous.	
		COMMON STOCK.		PREFERRED STOCK.			
		Amount. Dollars.	Rate per cent.	Amount. Dollars.	Rate per cent.			Dollars.	Dollars.
1 Atlantic & St. Lawrence..... (1)	347,040	6				347,040	
2 Barre.....							18,536
3 Bennington & Rutland..... (2)	25,000	2½				25,000	16,939
4 Boston & Maine.....	1,326,316	7	188,988	6		1,515,304	172,016
5 Bristol.....							1,595
6 Central Vermont.....							128,549
7 Clarendon & Pittsford.....	21,600	18				21,600	3,306
8 Delaware & Hudson..... (4)							
9 Fitchburg.....			679,688	4		679,688	497,766
10 Hardwick & Woodbury.....							
11 Hoosac Tunnel & Wilmington.....	5,000	2				5,000	3,368
12 Maine Central.....	298,543	6				298,543	237,613
13 Montpelier & Wells River.....							36,164
14 Montreal & Atlantic.....			84,782	2		84,782	3,432
15 Rutland.....							112,379
16 St. Johnsbury & Lake Champlain.....	60,000	6				60,000	70
17 Vermont Valley.....	7,497	3				7,497	6,337
18 Woodstock.....							

⁽¹⁾ The Lessee receives all income and pays all expenses.

⁽²⁾ Ten months.

⁽³⁾ Appropriated for Equipment Renewals.

⁽⁴⁾ Saratogo Division.

⁽⁵⁾ Deficit charged to D. & H. Co.

⁽⁶⁾ No data.

TABLE V.

ENDING JUNE 30, 1900.—(Concluded.)

28	29	30	31	32	33	34	
Deficit from opera- tions of year ending June 30, 1900.	Surplus on June 30, 1899.	Deficit on June 30, 1899.	Addi- tions for year.	Deductions for year.	Surplus on June 30, 1900.	Deficit on June 30, 1900.	
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
405,363					(^e)		1
	68,933				87,269		2
	71,018			51,685	36,272		3
	1,758,989			411,258	1,519,752		4
	3,409				5,604		5
	13,796				142,645 (^e)		6
	42,844				46,151		7
215,466					(^e)		8
	337,349		116,881		965,967		9
253		1,366				1,659	10
	8,027			3,875	7,520		11
	124,380			157,563	204,430		12
	161,035			14,424	182,775		13
		12,647				8,614	14
	1,272			69,519	44,133		15
45,523		1,259,441				1,304,965	16
	126,496			4,189	122,377		17
	28,386				34,724		18

TABLE V.

INCOME ACCOUNT FOR YEAR

	35	36	37	38	39	40	41
NAME OF COMPANY.	PAYMENTS FROM NET INCOME.						Surplus from operations of year ending June 30, 1901.
	DIVIDENDS DECLARED.				Total payments from net income including miscellaneous.		
	COMMON STOCK.		PREFERRED STOCK.				
	Amount.	Rate per cent.	Amount.	Rate per cent.			
	Dollars.		Dollars.			Dollars.		Dollars.
1 Atlantic & St. Lawrence..... ⁽¹⁾	329,040	6				329,040	
2 Barre							19,078
3 Boston & Maine	1,456,612	7	188,988	6		1,645,000	45,412
4 Bristol.....							768
5 Central Vermont.....							2,803
6 Chatham & Lebanon Valley.....							170
7 Clarendon & Pittsford	14,400	12				14,400	
8 Delaware & Hudson..... ⁽²⁾							
9 Hardwick & Woodbury.....							411
10 Hoosac Tunnel & Wilmington.....	5,000	2				5,000	4,496
11 Maine Central.....	298,554	6				298,554	276,115
12 Montpelier & Wells River.....							29,489
13 Montreal & Atlantic.....							10,981
14 Rutland.....			169,564	4		169,564	31,805
15 St. Johnsbury & Lake Champlain.....							
16 Vermont Valley.....	60,000	6				60,000	107
17 Woodstock.....	7,497	3				7,497	723

⁽¹⁾ The Lessee receives all income and pays all expenses.

⁽²⁾ Saratoga Division.

⁽³⁾ Deficit charged to D. & H. Co.

⁽⁴⁾ Rutland \$44,133; O. & L. C. \$6,204; Bennington & Rutland \$36,272.

TABLE VI.

GENERAL BALANCE SHEET FOR

1	2	3	4	5	6
NAME OF COMPANY.	ASSETS				
	Cost of Road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1 Atlantic & St. Lawrence..... ⁽¹⁾	8,922,000				
2 Barre..... ⁽²⁾	267,367	61,912			9,049
3 Bennington & Rutland..... ⁽³⁾	1,500,000				38,518
4 Boston & Maine.....	36,278,801	4,850,075	5,167,285	961,083	4,908,405
5 Bristol.....	200,537		3,500		6,161
6 Central Vermont.....	13,823,274	⁽⁴⁾		257,679	583,769
7 Clarendon & Pittsford.....	139,250	31,186			12,837
8 Delaware & Hudson..... ⁽⁷⁾					
9 Fitchburg.....	39,364,944	4,129,786			2,138,403
10 Hardwick & Woodbury.....	50,493	3,927			874
11 Hoosac Tunnel & Wilmington.....	428,398	60,450			33,579
12 Maine Central.....	13,045,797	2,434,639	333,972	154,500	884,369
13 Montpelier & Wells River.....	800,000				183,085
14 Montreal & Atlantic.....	3,946,626			1,065,000	
15 Rutland.....	7,644,919	2,258,938	1,898,845	1,003,583	563,761
16 St. Johnsbury & Lake Champlain.....	4,646,000	151,567	246,350		76,492
17 Vermont Valley.....	983,972	96,939	800,000		71,445
18 Woodstock.....	250,000	17,823			13,917

GENERAL BALANCE SHEET FOR

1 Atlantic & St. Lawrence.....	8,922,000				
2 Barre.....	268,024	61,912			13,576
3 Boston & Maine.....	41,815,846	5,203,062	9,718,071	961,083	7,236,414
4 Bristol.....	200,000	⁽²⁾	1,248		9,295
5 Central Vermont.....	13,823,274	⁽⁴⁾		269,679	650,010
6 Chatham & Lebanon Valley.....	1,278,215	⁽⁵⁾			4,148
7 Clarendon & Pittsford.....	140,511	40,946			14,218
8 Delaware & Hudson..... ⁽¹⁾					
9 Hardwick & Woodbury.....	52,180	11,337			642
10 Hoosac Tunnel & Wilmington.....	428,609	60,450			36,636
11 Maine Central.....	14,362,748	2,617,687	133,972	154,500	1,111,204
12 Montpelier & Wells River.....	800,000	⁽²⁾			210,436
13 Montreal & Atlantic.....	3,983,495	⁽⁴⁾		1,065,000	
14 Rutland.....	16,909,294	1,584,866	2,983,122	746,200	
15 St. Johnsbury & Lake Champlain.....	4,649,999	151,567	242,950		58,213
16 Vermont Valley.....	983,972	96,939	800,000		83,678
17 Woodstock.....	250,000	18,410			10,543

⁽¹⁾ Equipment furnished by lessees. No current balances.⁽²⁾ For year ending April 30, 1900.⁽³⁾ For 10 months ending April 30, 1900.⁽⁴⁾ Includes cost of road.⁽⁵⁾ Includes \$1,000,000 bonds in hands of trustee.⁽⁶⁾ Equipment renewals, \$142,646.⁽⁷⁾ Insufficient data for this table.⁽⁸⁾ No data.⁽⁹⁾ Liabilities of \$781,128 not entered as current.

TABLE VI.

YEAR ENDING JUNE 30, 1900.

7	8	9	10	11	12	13	14	15	
			Total assets (or liabilities) including miscellaneous Cols. 9 + 10 + 11 + 12 + 13 + 14 + 15 + miscellaneous. Dollars.	LIABILITIES.					
Material and supplies	Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable	Profit and loss.	
Dollars.	Dollars.	Dollars.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	8,922,000	5,484,000	3,438,000	.....	.....	.....	1
3,844	359,017	75,340	.....	196,400	.....	87,209	2
.....	1,538,518	1,000,000	500,000	2,245	.....	36,372	3
2,364,508	1,414,849	.....	57,392,578	25,052,725	21,330,333	4,635,114	269,492	1,519,752	4
.....	210,198	100,000	100,000	5,460	2,000	2,738	5
254,070	(9) 15,921,339	3,000,000	12,000,000	705,379	73,333	(6)	6
.....	183,274	120,000	.....	17,123	.....	46,151	7
.....	8
942,736	48,461,303	24,360,000	21,182,000	1,002,378	285,444	965,997	9
309	1,659	57,333	48,675	.....	8,678	.....	.....	10
1,356	521,775	250,000	250,000	10,087	4,166	7,520	11
629,435	571,442	.....	18,054,157	4,988,000	10,792,192	814,758	139,972	204,430	12
20,564	1,656	.....	1,007,506	800,000	.....	21,685	.....	182,775	13
.....	8,615	5,020,240	3,200,000	1,065,000	.....	.....	.....	14
164,678	13,609,229	6,719,700	3,300,000	3,405,396	.....	44,133	15
79,773	1,304,965	6,616,972	3,848,500	2,500,000	242,788	22,133	.....	16
.....	1,952,377	1,000,000	800,000	30,000	.....	122,377	17
2,982	284,724	250,000	.....	.....	.....	34,724	18

YEAR ENDING JUNE 30, 1901.

.....	.....	.....	8,922,000	5,484,000	3,438,000	.....	.....	.....	1
3,874	.....	.....	363,662	75,340	.....	181,975	.....	106,347	2
2,609,746	1,408,337	.....	70,512,907	26,516,971	28,794,014	5,451,651	295,494	1,563,165	3
.....	.....	.....	210,543	100,000	100,000	2,794	2,000	5,839	4
.....	204,713	.....	15,942,413	3,000,000	12,000,000	725,709	73,333	2,803	5
792	.....	.....	1,283,156	1,000,000	247,620	35,000	.....	433	6
.....	.....	.....	105,676	120,000	.....	32,123	.....	43,553	7
.....	.....	.....	48,002,700	.....	.....	.....	.....	.....	8
459	.....	1,247	65,857	48,675	.....	17,182	.....	.....	9
1,087	.....	.....	526,803	250,000	250,000	10,620	4,166	12,016	10
521,210	626,306	.....	19,727,629	4,988,000	12,492,192	835,057	165,621	252,161	11
21,151	373	.....	1,031,980	800,000	.....	24,706	.....	204,019	12
.....	.....	.....	5,048,495	3,200,000	1,065,000	(9)	.....	2,366	13
137,026	.....	.....	22,450,510	8,768,700	10,685,000	2,020,201	.....	906,608	14
75,015	.....	1,383,299	6,672,269	3,848,500	2,500,000	297,036	22,133	.....	15
.....	.....	.....	1,364,699	1,000,000	800,000	42,125	.....	122,484	16
6,445	.....	.....	285,448	250,000	.....	.....	.....	35,448	17

TABLE VII.
COST OF ROAD, EQUIPMENT AND IMPROVEMENTS, JUNE 30, 1901.

	1	EXPENDITURES DURING YEAR, JUNE 30, 1900—JUNE 30, 1901.							
		TOTAL COST TO JUNE 30, 1901.				Total cost of construction and equipment.	Cost of construction and improve-ments.	Cost of equipment.	Total.
		2	3	4	5					6	7
NAME OF COMPANY.									
		Cost of construction of road.	Cost of road per mile.	Cost of equipment.	Dollars.	Dollars.	Dollars.	Dollars.	
1	Atlantic & St. Lawrence	8,922,000	54,000	(¹)	8,922,000	.....	.....	.....
2	Barre	268,024	28,944	61,912	329,936	.....	.....	.....
3	Boston & Maine	41,815,846	67,683	5,203,062	47,018,908	5,397,045	392,987	5,890,032	
4	Bristol	200,000	30,349	(¹)	(¹)	.....	.....	.....
5	Central Vermont	13,823,274	(¹)	(²)	13,823,274	187,641	12,118	139,760	
6	Chatham & Lebanon Valley	1,253,194	21,734	25,021	1,278,215	.....	.....	.....
7	Chatham & Pittsford	140,511	.....	40,946	181,457	.....	.....	.....
8	Delaware & Hudson	(¹)	.....	.....	.....	.....	.....	.....
9	Hardwick & Woodbury	62,180	6,794	11,337	63,517	1,685	7,410	9,096	
10	Hoosac Tunnel & Wilmington	428,069	17,144	60,450	488,669	2,211	.....	2,211
11	Maine Central	14,552,748	36,869	2,617,687	17,180,435	1,516,951	185,048	1,700,000	
12	Montpelier & Wells River	800,000	90,942	(¹)	(¹)	.....	.....	.....
13	Montreal & Atlantic	3,983,405	38,787	(¹)	3,983,405	.....	.....	.....
14	Rutland	16,929,204	47,343	1,554,866	18,584,160	36,869	.....	36,869
15	St. Johnsbury & Lake Champlain	4,649,969	35,361	151,507	4,801,567	4,000	.....	.....
16	Vermont Valley	983,972	40,368	96,469	1,080,331	.....	.....	.....
17	Woodstock	250,000	18,011	18,410	268,410	.....	585	585

(1) No data.

(2) Equipment furnished by Grand Trunk Ry. Lessee.

(3) Included in cost of road.

TABLE VIII.
DESCRIPTION OF EQUIPMENT JUNE 30, 1901.

NAME OF COMPANY.	LOCOMOTIVES.					CARS.			
	Passenger. Number.	Freight. Number.	Switching. Number.	Total. Number.		In passenger service. Number.	In freight service. Number.	In company's service. Number.	Total cars. Number.
1 Atlantic & St. Lawrence.....	(?)	1	2	3		6			1
2 Barre.....	389	877	189	955		1541	17,140	3	74
3 Boston & Maine.....	1			1		1	1	789	19,480
4 Bristol.....		54	5	85		93	2,500	131	2
5 Central Vermont.....	26	1	1	4		11	0	11	2,774 ⁽¹⁾
6 Chatham & Lebanon Valley.....	2	3	0	3		1	194	0	195
7 Clarendon & Pittsford.....	0	49	12	111		221	3,273	58	3,563
8 Delaware & Hudson.....	50	2	0	52		0	2	0	2
9 Hardwick & Woodbury.....	0	2	0	2		0	0	0	0
10 Hoosac Tunnel & Wilmington.....	4	2	0	6		3	135	38	171
11 Maine Central.....	64	70	33	167		237	3,655	457	4,339
12 Montpelier & Wells River.....	3	3	1	7		11	101	6	118
13 Montreal & Atlantic.....				18		29	761	21	811
14 Rutland.....				69		79	1,867	57	2,003
15 St. Johnsbury & Lake Champlain.....	23	40	6	69		4	161	14	179
16 Vermont Valley.....	2	3	0	5		5	127	7	139
17 Woodstock.....	8	1	0	9		4	3	0	7
	2			2					

(1) Equipment furnished by the Grand Trunk Ry. Co., Lessee.

(2) Includes 720 cars leased.

TABLE IX.

PASSENGER AND FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1900.

NAME OF COMPANY.	PASSENGER TRAFFIC.					FREIGHT TRAFFIC.					Gross earnings from operation Dollars.	Expenses per mile of road. Dollars.	Net earnings per mile of road. Dollars.	Net loss per mile of road. Dollars.
	Number of passengers car-ried earning revenue.	Number of passengers car-ried one mile.	Average distance carried.	Average amount received from each passenger.	Passenger earnings per mile of road.	Number of tons of freight carried earning revenue	Number of tons carried one mile.	Average distance haul of one ton.	Average amount received for each ton of freight.	Freight earnings per mile of road (including track-ware rights.) Dollars.				
1 Atlantic & St. Lawrence.... (C)	74,987	1,190,148	15.47	34,329	1,159	1,183,305	36,251,709	30.51	1,3323	5,190	6,340	7,274	.....	934
2 Barre.....	1,830	8,028	4.75	10,006	30	103,681	4,002,304	4.50	4,7614	5,331	5,809	2,503	.....	.....
3 Bennington & Rutland..... (C)	291,363	3,747,873	18.62	32,123	2,004	1,321,162	7,226,133	3.76	3,7875	1,867	3,900	2,819	1,141	.....
4 Boston & Maine..... (C)	32,032,814	525,145,571	15.95	27,338	5,801	12,436,371	832,397,063	66.99	1,0424	6,878	13,731	8,888	5,843	.....
5 Bristol.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 Central Vermont.....	637,847	30,710,636	32.75	47,162	2,604	2,218,156	210,169,340	94.75	6,1872	4,605	7,453	5,460	1,993	.....
7 Clarendon & Pittsford.....	.....	.....	.....	.....	.....	71,451	321,580	4.5	4,5769	4,268	4,268	1,000	2,381	.....
8 Delaware & Hudson..... (C)	2,319,884	35,560,300	15.70	33,601	4,919	3,008,304	148,979,008	48.24	5,3288	8,585	13,935	1,138	4,796	.....
9 Fitchburg.....	7,357,599	123,242,531	16.75	39,238	5,716	5,545,243	647,275,302	116.75	9,8112	11,887	17,631	11,725	5,005	.....
10 Hardwick & Woodbury..... (C)	19,776	16,483	1.03	43,117	25	32,333	168,177	7.30	4,8074	1,133	1,178	1,140	37	.....
11 Hoosac Tunnel & Wilmington.....	19,776	272,658	13.75	47,037	470	36,688	658,702	17.96	1,20721	1,770	2,247	1,463	783	.....
12 Maine Central..... (C)	2,357,840	90,750,967	37.99	34,642	2,830	3,573,915	290,872,087	81.11	1,91672	4,029	6,914	4,601	2,312	.....
13 Montpelier & Wells River..... (C)	127,278	1,804,980	14.89	27,909	1,234	132,487	3,542,120	25.23	6,0975	2,107	3,179	2,446	832	.....
14 Montreal & Atlantic..... (C)	91,273	1,469,637	16.07	27,909	1,234	568,183	10,508,809	19.47	1,00800	2,670	4,129	3,689	439	.....
15 Rutland.....	491,698	15,216,313	30.95	47,670	4,175	802,255	49,027,524	41.19	6,6170	2,849	5,046	2,888	2,157	.....
16 St. Johnsbury & Lake Champ.....	161,536	2,962,176	18.52	47,337	4,475	443,475	26,551,200	59.87	5,3342	1,798	2,518	2,302	216	.....
17 Vermont Valley.....	177,737	3,698,103	20.81	47,125	3,908	642,726	15,251,713	25.74	2,3310	6,241	10,215	7,842	2,372	.....
18 Woodstock.....	23,723	352,307	14.85	54,912	1,070	17,737	225,351	12.71	1,15310	1,475	2,543	1,461	1,062	.....

PASSENGER AND FREIGHT TRAFFIC FOR THE YEAR ENDING JUNE 30, 1901.

1	Atlantic & St. Lawrence.....	{	58419	1,873	1,748,692	917,614,082	124.45	6,748	6,636	7,845	791
2	Barre.....	{	33032	1,280	1,214,317	57,588,845	301.09	8,554	7,669	8,773	1,673
3	Boston & Maine.....	{	25754	17	106,112	383,610	5.50	47,730	5,976	9,612	913
4	Bristol.....	{	28508	5,649	17,916,171	1,538,317,388	87.82	8,067	13,647	9,539	.....
5	Central Vermont.....	{	60416	2,567	2,390,303	181,404,172	75.61	3,5720	7,224	5,147	.....
6	Chatham & Lebanon Valley.....	{	28464	391	24,558	630,887	25.65	464	868	812	.....
7	Clarendon & Pittsford.....	{	33259	5,088	16,586	443,687	4.50	49,030	4,370	3,408	.....
8	Delaware & Hudson.....	{	24291	9	3,165,861	144,319,001	46.50	3,51204	13,827	9,553	.....
9	Howard & Woodbury.....	{	24291	9	27,554	223,663	8.06	3,0768	1,169	1,661	.....
10	Hoosac Tunnel & Wilmington.....	{	14129	706	46,006	774,402	16.80	1,69014	2,436	1,560	.....
11	Maine Central.....	{	80155	2,976	3,740,700	290,114,181	79.16	9,6126	9,327	8,585	.....
12	Montpelier & Wells River.....	{	39067	688	903,504	5,441,436	30.74	4,8204	9,050	9,370	.....
13	Montreal & Atlantic.....	{	74816	1,240	903,504	5,441,436	30.74	4,8204	9,050	9,370	.....
14	Rutland.....	{	98145	843	742,745	42,101,621	56.68	6,8841	2,967	2,864	.....
15	St. Johnsbury & Lake Champlain.....	{	66210	1,397	633,365	12,871,467	50.32	1,06841	3,507	3,623	.....
16	Vermont Valley.....	{	97654	1,376	1,575,531	136,691,493	90.93	73163	4,506	3,625	.....
17	Woodstock.....	{	43960	2,062	1,057,531	81,928,841	81.54	6,6341	4,802	3,070	.....
18	.....	{	43960	712	335,927	18,662,443	53.64	61972	2,381	2,367	.....
19	.....	{	43960	4,125	628,067	14,969,148	22.74	6,102	10,200	7,880	.....
20	.....	{	43910	1,100	16,691	205,707	12.35	1,7040	2,165	1,878	.....

(¹) Line in Vermont.

(¹) Whole Line.

(^a) 10 months.

(*) Saratoga Division.

(b) No data.

TABLE X.
CLASSIFIED FREIGHT TRAFFIC, IN TONS.

	1	2	3	4	5	6
	PRODUCTS OF					
	NAME OF COMPANY.	Grain.	Flour.	Other mill products.	Hay.	Tobacco.
1	Atlantic & St. Lawrence	(¹)	.....	.....	.....	.....
2	Barre	2,639	.....	.....	.....	.....
3	Boston & Maine.....(²)	1,548,502	383,286	290,765	330,392	17,012
4	Bristol.....(¹)	.....	.....	.....	.....	.....
5	Central Vermont.....(²)	304,433	72,139	64,391	114,966	.....
6	Chatbam & Lebanon Valley	(¹)	.....	.....	.....	.....
7	Clarendon & Pittsford	570	.....	.....	.....	.....
8	Delaware & Hudson	92,449	38,665	37,445	39,437	2,153
9	Hardwick & Woodbury	540	.....	.....	.....	.....
10	Hoosac Tunnel & Wilmington	3,419	532	.....	.....	.....
11	Maine Central.....(²)	302,430	75,761	61,431	83,945	1,793
12	Montpelier & Wells River	(¹)	.....	.....	.....	.....
13	Montreal & Atlantic.....(²)	87,557	61,088	26,877	30,946	.....
14	Rutland.....	20,067	8,571	8,465	23,902	.....
15	St. Johnsbury & Lake Champlain	50,748	14,917	18,145	3,422	225
16	Vermont Valley	54,044	13,729	7,610	22,341	1,226
17	Woodstock	2,206	297	829	133	.....

(1) No data.

(2) Whole line.

(3) In Vermont.

	17	18	19	20	21	22
	MANUFACTURES.					
	NAME OF COMPANY	Oils.	Sugar.	Naval stores.	Iron, pig and bloom.	Iron and steel rails.
1	Atlantic & St. Lawrence	(¹)	.....	.....	.....	.....
2	Barre .....	.....	.....	.....	.....	.....
3	Boston & Maine.....(²)	137,182	90,347	9,317	135,601	136,848
4	Bristol.....(¹)	.....	.....	.....	.....	.....
5	Central Vermont.....(²)	16,518	27,625	.....	9,053	.....
6	Chatbam & Lebanon Valley	(¹)	.....	.....	.....	.....
7	Clarendon & Pittsford .....	.....	.....	.....	462	.....
8	Delaware & Hudson	17,815	17,202	82	27,586	12,312
9	Hardwick & Woodbury .....	.....	.....	.....	.....	.....
10	Hoosac Tunnel & Wilmington.....(²)	.....	197	.....	.....	.....
11	Maine Central.....(²)	29,909	22,702	968	25,767	4,911
12	Montpelier & Wells River.....(¹)	.....	.....	.....	.....	.....
13	Montreal & Atlantic.....(²)	2,174	.....	.....	.....	57
14	Rutland.....	4,626	.....	.....	5,584	.....
15	St. Johnsbury & Lake Champlain	1,470	1,473	29	2,679	608
16	Vermont Valley	3,414	9,763	.....	1,347	1,518
17	Woodstock	38	56	.....	.....	15

(1) No data.

(2) Whole line.

(3) In Vermont.

TABLE XI.

EMPLOYEES AND SALARIES,

NUMBER OF EMPLOYEES.

1	2	3	4	5	6	7	8
NAME OF COMPANY.	General officers.	Other officers.	General office clerks.	Station agents.	Other station men.	Enginemen.	Firemen.
1 Atlantic & St. Lawrence..... ⁽²⁾	1	12	3	2	13	14	14
2 Barre.....	1	.....	2	2	1	1	1
3 Boston & Maine..... ⁽²⁾	31	67	861	728	3,173	1,084	1,161
4 Bristol.....	2	.....	.....	1	.....	1	1
5 Central Vermont..... ⁽²⁾	6	22	132	67	205	105	112
6 Chatham & Lebanon Valley.....	1 ⁽¹⁾
7 Clarendon & Pittsford.....	1	.....	.....	.....	2	3	3
8 Delaware & Hudson..... ⁽⁴⁾	4	59	113	219	64	66
9 Hardwick & Woodbury.....	9	.....	.....	.....	.....	.....	1
10 Hoosac Tunnel & Wilmington..	2	.....	2	3	.....	2	2
11 Maine Central..... ⁽²⁾	11	40	119	202	385	152	156
12 Montpelier and Wells River..	4	2	2	9	11	7	6
13 Montreal & Atlantic..... ⁽²⁾	2	.....	13	32	51	10	19
14 Rutland.....	10	6	29	57	137	50	54
15 St. Johnsbury & Lake Champ.	9	2	3	27	9	27	20
16 Vermont Valley.....	2 ⁽⁵⁾	2 ⁽⁶⁾	5	8	7	6
17 Woodstock.....	1	9	.....	4	2	2	2

AVERAGE DAILY SALARY, (DOLLARS).

1 Atlantic & St. Lawrence..... ⁽²⁾	18.74	2.75	1.32	2.27	1.33	3.15	1.95
2 Barre.....	4.03	.....	2.01	.86	1.47	2.96	1.51
3 Boston & Maine..... ⁽²⁾	19.58	5.98	2.19	1.84	1.76	3.27	1.93
4 Bristol..... ⁽¹⁾
5 Central Vermont..... ⁽²⁾	10.05	4.97	1.33	1.40	1.10	2.94	1.68
6 Chatham & Lebanon Valley..... ⁽¹⁾	5.00	.....	.....	.....	1.25	2.50	1.45
7 Clarendon & Pittsford.....	.....	12.41	2.00	2.16	1.38	4.00	2.36
8 Delaware & Hudson..... ⁽⁴⁾	2.75	1.51
9 Hardwick & Woodbury.....	1.00	.....	1.85	1.80	.....	2.19	1.45
10 Hoosac Tunnel & Wilmington..	2.63	.....	1.87	1.60	1.46	3.22	1.93
11 Maine Central..... ⁽²⁾	12.74	3.82	2.26	1.58	1.49	2.41	1.61
12 Montpelier & Wells River.....	7.32	4.31	2.14	1.48	1.27	2.83	1.63
13 Montreal & Atlantic..... ⁽²⁾	4.79	.....	1.42	1.31	1.06	3.00	1.65
14 Rutland..... ⁽²⁾	8.64	4.16	1.56	1.43	1.36	2.89	1.68
15 St. Johnsbury & Lake Champ.	4.01	3.37	.....	1.59	1.56	3.22	1.91
16 Vermont Valley.....	1.60	3.83	.....	1.37	1.55	2.55	1.72
17 Woodstock.....	5.75	5.00	.....	.....	.....	.....	.....

⁽¹⁾ No data.⁽²⁾ Line in Vermont.⁽³⁾ Whole Line.⁽⁴⁾ Saratoga Division.⁽⁵⁾ Part hired from Boston & Maine.

TABLE XI.

FOR YEAR ENDING JUNE 30, 1901.

NUMBER OF EMPLOYEES.

9	10	11	12	13	14	15	16	17	18	19	
Conductors.	Other Trainmen.	Machinists.	Carpenters.	Other shopmen.	Section foremen.	Other trackmen.	Switchmen, Flagmen, Watchmen.	Telegraph operators.	Other employees.	Total.	
45	84	6	15	6	6	19	9	9	42	300	1
1	3			1	4	24	1			42	2
900	2 453	599	995	1,154	676	3,680	1,672	347	2,301	21,912	3
1					1	3		1	1	12	4
75	153	42	168	280	61	297	85	47	85	1,942	5
											6
	6				2	15				32	7
54	109	85	95	233	53	255	233	41	284	1,969	8
1	2	1			2	7	1			26	9
2	2			11	3	11	2			42	10
95	254	90	166	115	164	643	262	75	624	3,553	11
6	6	7	5	12	11	69	2		1	160	12
16	35	18	17	25	32	62	2	15	83	441	13
37	92	23	27	178	57	160	40	5	80	1,042	14
14	30	2 (5)	9 (5)	1	34	64	8	4	81	294	15
4	13	2 (5)	6 (5)	5	5	33	3	2	6	109	16
2	2				3	12	1			40	17

AVERAGE DAILY SALARY, (DOLLARS).

2.67	2.00	1.93	1.75	1.99	1.70	1.18	1.67	2.83	1.72	.....	1
2.34	1.63	.....	.....	1.95	1.71	1.50	1.38	.....	.....	.....	2
2.81	1.90	2.41	2.00	1.92	2.04	1.44	1.49	1.72	1.58	.....	3
										.....	4
2.50	1.63	2.25	1.80	1.38	1.54	1.70	1.40	1.79	1.02	.....	5
										.....	6
	1.40	.....	.....	.....	1.50	1.15	.....	.....	.....	.....	7
3.05	2.03	2.18	2.00	1.68	1.65	1.15	1.62	1.81	1.53	.....	8
2.50	1.50	2.75	.....	.....	1.60	1.25	1.15	.....	.....	.....	9
1.89	1.23	.....	.....	1.74	1.53	1.24	1.32	.....	.....	.....	10
2.93	1.87	1.97	1.84	1.79	1.78	1.33	1.42	1.67	1.55	.....	11
2.20	1.63	2.09	2.10	1.61	1.63	1.90	.65	.....	1.48	.....	12
2.56	1.75	1.89	1.40	1.35	1.67	1.69	1.55	1.83	1.44	.....	13
2.55	1.70	2.09	1.83	1.47	1.56	1.17	1.62	2.02	1.54	.....	14
2.73	1.76	2.53	1.87	1.99	1.70	1.25	1.12	1.71	1.39	.....	15
2.65	1.72	2.33	1.90	1.81	1.80	1.38	1.38	1.44	1.74	.....	16
2.18	1.53	.....	.....	.....	1.60	1.25	1.50	.....	.....	.....	17

TABLE XII.

AVERAGE PASSENGER FARES PER MILE FOR 15 YEARS, 1887-1901, IN VERMONT ONLY.—(CENTS.)

NAME OF ROAD.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894 and 1895.	1896 and 1907.	1898.	1899.	1900.	1901.
1 ^a Atlantic & St. Lawrence .....	.0285	.0283	.0262	.0252	.0259	.0253	.0244	.02875	.02110	.01985	.02235	.02212	.02162
2 Barre .....		.0275		.05	.05	.05025	.05094	.03811	.02863	.03063	.03061	.3494	.05
3 Bennington & Rutland .....			.02789	.02619	.02632	.02423	.0271	.02850	.02785	.02788	.02709	.02816	
4 Boston & Maine	(¹)	.03425	.02708	.02546	.02154	.02407	.02031	.0218	.02190	*.01750	*.01715	.01727	.01783
5 Bristol												(¹)	
6 Central Vermont												(¹)	
7 Clarendon & Pittsford .....	.025	.025	.025	.025	.022	.021	.0225	.02165	.02147		.02208	.02187	
8 Delaware & Hudson .....											.01190	(¹)	
9 Fitchburg (<i>Entire System</i>) .....	.0239	.02473	.02401	.02403	.02464	.02468	.02331	§ .02202	*.02259	*.02259	*.02212	.02287	(²)
10 Hardwick & Woodbury	(¹)	(¹)	.0196	.0191	.0187	.0192	.01869	.01835	.01790	*.01826	*.01800	.01805	
11 Hoosac Tunnel & Wilmington .....		.0433	.0433	.04208			.03874	.03277	.01895	.01804	.01450	.01496	(¹)
12 Maine Central (<i>Entire System</i>)			†.048		.02364	.02370	.02327	.02269	.02371	.02431	.03401	.03420	
13 Montpelier & Wells River	(¹)	f.04	.035	.03154	.03313	.02452	.02264	.02121	.02897	*.02232	*.02268	.02228	.02155
14 Montreal & Atlantic	(¹)	(¹)	(¹)	(¹)	(¹)	.01577	.01641	.01949	.02074	.02558	.02668	.02508	.02148
15 Rutland .....											.01946	.01781	.02060
16 St. Johnsbury & Lake Champlain	(¹)	.0318	.0275	.02952	.02555	.02421	.02369	.02237	.02304	.02350	.02481	.02442	.02000
17 Vermont Valley .....	.03375	.03418	.03193	.03257	.03153	.0323	.03229	.02843	.02154	.02210	.02449	.02567	.02027
18 Woodstock .....	.05	.05	.0365	.039	.035	.03681	.037	.03707	.02892	.02550	.02246	.02795	.02232
									.03614	.03697	.03938	.03908	.03824

(^a) Entire Line.(¹) Mileage Rate, 03 cts.(²) Upper Coos.(³) No data.(⁴) Saratoga Division.

TABLE XIII.

AVERAGE FREIGHT RATES PER TON PER MILE FOR 15 YEARS, 1887 TO 1901, IN VERMONT ONLY.—(CENTS.)

	NAME OF ROAD.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894 and 1895.	1896 and 1897.	1898.	1899.	1900.	1901.	
1	Atlantic & St. Lawrence .....	.008	.0089	* .0147	* .0141	.0079	.0082	.00788	.00732	.00718	.00699	.00413	.00437	.00476	1
2	Barre			† .0054	† .0058	.04001	.10832	.11507	.11416	.11526	.10129	.10020	.10581	.9042	2
3	Bennington & Rutland .....	.625	.025	.02331	.01454	.01970	.01732	.01156	.01408	.01626	.01706	.01688	.01539		3
4	Boston & Maine	(¹)	(¹)	.01254	.01041	.00946	.008194	(¹)	.00814	.00837	.01482	.01130	.01439	.011	4
5	Bristol						(¹)	(¹)	(¹)	(¹)			(¹)	(¹)	5
6	Central Vermont .....	.0091	.0077	.0083	.0075	.0079	(¹)	.00786	.00783	.00678		.00677	.00653	.00737	6
7	Clarendon & Pittsford		(¹)	(¹)	(¹)	.073	.0578	.05786	.05509	.06063		.08317	.1	.096	7
8	Delaware & Hudson Co. ....	.0152	.014	.01299	.01137	.0134	.01304	.01204	.01252	.00819	.00824	.01183	.01108	.01105	8
9	Fitchburg (<i>Entire System</i>)	(¹)	(¹)	.01015	.00985	.01004	.00925	.00923	.00885	.00867		.00771	.00798		9
10	Hardwick & Woodbury .....		.0632	.0626	(¹)	.11222	.10548	.07509	.07606	.06206		.06084	.06769	.04927	10
11	Hoosac Tunnel & Wilmington			† .0390	(¹)	.018	.015	.01549	.01429	.01336	.01284	.01101	.01131	.01146	11
12	Maine Central (<i>Entire System</i>) .....			.0354	.03166	.03245	.03113	.02285	.0136	.04638	.02351	.02587	.02595	.01818	12
13	Montpelier & Wells River	(¹)	(¹)	(¹)	(¹)	(¹)	.0064	.00721	.00867	.00715	.00693	.00582	.00508	.00475	13
14	Montreal & Atlantic	(¹)	(¹)	(¹)	(¹)					.01462	.01369	.01180	.00821	.00821	14
15	Rutland .....					.01165	.0108	.00850	.01874	.00799	.00767	.00583	.00589	.00589	15
16	St. Johnsbury & Lake Champlain	(¹)	.01285	.01274	.0119	.00955	.00951	.00950	.00950	.00940	.00915	.00900	.00978	.00958	16
17	Vermont Valley .....	.0133	.01104	.01038	.00958	.00951	.00907	.009274	.00923	.00927	.00937	.00944	.00976	.00984	17
18	Woodstock .....	.09	.09	.065	.08	.09	.08807								18

(*) Local.

(†) Through.

(‡) Upper Coos.

(§) Entire Line.

(¶) No data.

(‡) Saratoga Division.

STATISTICAL TABLES

. ELECTRIC RAILWAYS.

Tables I to IV inclusive.

TABLE I.

ELECTRIC RAILWAYS.—MILEAGE, EQUIPMENT, ETC., JUNE 30, 1901.

1	2	3	4	5	6	7	8	9	10
NAME OF COMPANY.	MILEAGE.		EQUIPMENT.				Total number of passengers carried June 30, 1900 to June 30, 1901.	Average number of persons in employ of company.	Name and style of fender used.
	Total miles of single track.	Total feet sidings, switches, etc.	Number enclosed cars.	Number open cars.	Number other cars.	Total cars.			
1 Barre & Montpelier	9.25	1,180	6	6	.....	12	701,002	25	Parmenter.
2 Bellows Falls	6.25	1,200	2	2	4	8	95,131	12	Providence.
3 Bennington & Hoosick Valley ..	16.50	1,320	7	8	6	21	747,448	30	Providence.
4 Brattleboro	4.33	5,280	4	4	2	10	(¹)	14	Parmenter.
5 Burlington	10.77	2,500	8	10	2	20	1,290,494	40	Parmenter.
6 Military Post	4.64	700	3	3	1	7	23,206	8	Parmenter.
7 Mount Mansfield	10.50	6,600	3	.....	.....	5	32,459	12	None.
8 Rutland	9.50	500	6	5	1	12	900,807	25	Parmenter.
9 Springfield	8.23(¹)	4,534	3	2	3	8	84,928	18	Hipwood-Barrett

⁽¹⁾ No data.⁽¹⁾ Includes 2.75 miles in New Hampshire.

TABLE II.
ELECTRIC RAILWAYS.—INCOME AND OPERATING EXPENSES FOR YEAR ENDING JUNE 30, 1901.

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	INCOME.						Operat ing expen- ses. <i>Dollars.</i>	Net Income from opera- tion. <i>Dollars.</i>
	From passen- gers. <i>Dollars.</i>	From freight. <i>Dollars.</i>	From express. <i>Dollars.</i>	From mails. <i>Dollars.</i>	From other sources. <i>Dollars.</i>	Total Income. <i>Dollars.</i>		
1 Barre & Montpelier	31,195	.....	.....	.....	.....	31,195	28,557	2,638
2 Bellows Falls.....	13,841	1,453	(1)	294	.....	15,950	12,864	3,086
3 Bennington & Hoosick Valley.....	36,112	648	51	.....	264	37,076	36,218	857
4 Brattleboro	17,865	.....	.....	250	.....	18,115	(2)	(2)
5 Burlington	57,838	.....	.....	.....	304	58,122	33,209	24,913
6 Military Post.....	11,683	.....	.....	.....	.....	11,683	7,130	4,553
7 Mount Mansfield.....	7,151	6,172	448	516	91	14,379	13,954	575
8 Rutland	33,994	.....	.....	.....	.....	33,994	21,283	12,710
9 Springfield.....	11,678	16,684	1,509	753	3,329	33,956	23,345	10,610

(¹) Included in freight.

(²) No data

TABLE III.

ELECTRIC RAILWAYS.—ASSETS, JUNE 30, 1901.

1.	2	3	4	5	6	7	8
NAME OF COMPANY.	Construc- tion of railway.	Equipment.	Other permanent property.	Cash and current assets.	Materials and supplies.	Miscel- laneous assets.	Total assets.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1 Barre & Montpelier.....	220,000	(¹)	8,000	1,000	.....	.....	228,000
2 Bellows Falls.....	(²)	.....	.....	.....	.....	.....	175,000
3 Bennington & Hoosick Valley	382,000	(¹)	2,242	6,833	2,850	20,000	413,926
4 Brattleboro.....	58,000	(¹)	26,500	23,724	1,200	.....	109,424
5 Burlington	(²)	.....	.....	.....	.....	.....	378,878
6 Military Post	160,000	(¹)	.....	923	.....	.....	160,923
7 Mount Mansfield	176,000	44,000	.....	.....	.....	.....	220,000
8 Rutland	205,950	(¹)	.....	3,076	.....	.....	209,026
9 Springfield	118,000	40,000	45,000	488	2,509	2,000	207,997

⁽¹⁾ Included in cost of road.⁽²⁾ No data.

TABLE IV.
ELECTRIC RAILWAYS.—LIABILITIES, June 30, 1901.

1	2	3	4	5	6
NAME OF COMPANY.	Capital stock. <i>Dollars</i>	Funded debt. <i>Dollars.</i>	Current Liabilities. <i>Dollars.</i>	Accrued Liabilities. <i>Dollars.</i>	Total Liabilities. <i>Dollars.</i>
1 Barre & Montpelier.....	120,000	100,000	7,200	.....	227,200
2 Bellows Falls.....	100,000	75,000	.....	881	175,881
3 Bennington & Hoosick Valley.....	200,000	182,000	7,093	21,650	410,743
4 Brattleboro.....	55,500	25,000	5,124	23,800	109,424
5 Burlington.....	200,000	125,000	.....	.....	325,000
6 Military Post.....	85,000	75,000	.....	.....	160,000
7 Mount Mansfield ..	300,000	.....	.....	200,000	500,000
8 Rutland.....	122,200	81,600	.....	.....	203,800
9 Springfield.....	64,600	100,000	.....	34,624	207,997 ⁽¹⁾

⁽¹⁾ Includes \$8,773 surplus.

Steam and Electric Railroads.

HISTORY, OFFICERS AND DIRECTORS.

June 30, 1902.

STEAM RAILROADS.

ATLANTIC & ST. LAWRENCE RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Second Vice-President and General Manager,	Chas. M. Hayes,	Montreal, P. Q.
General Supt. and Manager,	F. H. McGuigan,	Montreal, P. Q.
General Freight Manager,	J. W. Loud,	Montreal, P. Q.
Solicitor,	C. A. Hight,	Portland, Me.
Vice-President A. & St. L. Ry.,	Geo. P. Wescott,	Portland, Me.
Clerk and Treas. " " "	W. W. Duffett,	Portland, Me.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Geo. B. Reeve,	Montreal (resigned),	August 5, 1902.
Geo. P. Wescott,	Portland,	" "
F. R. Barrett,	Portland,	" "
W. W. Duffett,	Portland,	" "
S. R. Small,	Portland,	" "
W. W. Brown,	Portland,	" "
E. A. Noyes,	Portland,	" "
P. G. Brown,	Portland,	" "
J. W. Loud,	Montreal,	" "

Date of last meeting for election of directors: August 6, 1901.

Post office address of general office: Portland, Me.

HISTORY.

Chartered as the Atlantic and St. Lawrence Railroad in Maine, February 10, 1845, in New Hampshire, June 30, 1847, in Vermont, October 27, 1848. Road opened from Portland, Me., to Island Pond, Vt., January 29, 1853. On August 5, 1853, road was leased to the Grand Trunk Railway Company of Canada for 999 years. Interest and dividends are guaranteed by the latter company at the rate of 6% per annum.

BARRE RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	A. D. Morse,	Barre, Vt.
President,	A. D. Morse,	Barre, Vt.
First Vice-President,	W. A. Stowell,	Montpelier, Vt.
Secretary and Treasurer,	F. W. Stanyan,	Montpelier, Vt.
General Manager,	W. A. Stowell,	Montpelier, Vt.
General Superintendent,	F. W. Stanyan,	Montpelier, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
A. D. Morse,	Barre, Vt.	May 29, 1903.
W. A. Stowell,	Montpelier, Vt.	" "
E. L. Smith,	Barre, Vt.	" "
John Trow,	Barre, Vt.	" "
F. W. Stanyan,	Montpelier, Vt.	" "

Date of last meeting of stockholders for election of directors: May 29, 1902.

Post office address of general office: Montpelier, Vt.

HISTORY.

This road was organized under the general laws of the State, its articles of association being filed with the Secretary of State, April 9, 1888. Construction of the main line was completed so that the road was opened for business in 1889.

BOSTON & MAINE RAILROAD.

OFFICERS.

Title.	Name	Location of Office.
Chairman of the Board,	Lucius Tuttle,	Boston, Mass.
President,	Lucius Tuttle,	Boston, Mass.
First Vice-President,	T. A. Mackinnon,	Boston, Mass.
Second Vice-President,	Wm. F. Berry,	Boston, Mass.
Corporation Clerk,	Wm. B. Lawrence,	Boston, Mass.
Treasurer,	Herbert E. Fisher,	Boston, Mass.
Assistant Treasurer,	John F. Webster,	Concord, N. H.
Attorney or General		
Consul,	Richard Olney,	Boston, Mass.
Comptroller and Gen-		
eral Auditor,	Wm. J. Hobbs,	Boston, Mass.
Asst. General Auditor,	S. H. McIntosh,	Boston, Mass.
Asst. General Manager,	Frank Barr,	Boston, Mass.
Chief Engineer,	H. Bissell,	Boston, Mass.
Asst. Chief Engineer,	A. S. Cheever,	Boston, Mass.
Asst. Chief Engineer,	F. A. Merrill,	Concord, N. H.
General Supt.,	D. W. Sanborn,	Boston, Mass.
Division Supt.,	Wm. Merritt, West. Div.,	Boston, Mass.
Division Supt.,	W. T. Perkins, East. Div.,	Boston, Mass.
Division Supt.,	J. W. Sanborn, North. Div.,	Sanbornville, N. H.
Division Supt.,	C. E. Lee, W. N. & P. Div.,	Nashua, N. H.
Asst. Division Supt.,	H. W. Davis, "	Nashua, N. H.
Division Supt.,	W. G. Bean, South. Div.,	Boston, Mass.
Asst. Division Supt.,	H. G. Robinson, "	Boston, Mass.
Division Supt.,	W. R. Mooney, Conc. Div.,	Concord, N. H.
Asst. Division Supt.,	Chas. A. Messer, "	Concord, N. H.
Division Supt.,	H. E. Folsom, Con. & P. Div.,	Lyndonville, Vt.
Asst. Division Supt.,	W. H. Ford, "	Lyndonville, Vt.
Asst. Division Supt.,	Wm. F. Ray, "	Springfield, Mass.
Division Supt.,	Geo. E. Cummings,	
	W. M. Div.,	Woodsville, N. H.
Division Supt.,	F. O. Melcher, Fitch. Div.,	Boston, Mass.
Asst. Division Supt.,	E. A. Smith, "	Boston, Mass.
Asst. Division Supt.,	M. P. Snyder, "	Mechanicville, N. Y.
Supt. Telegraph,	S. A. D. Forristall,	Boston, Mass.
Freight Traffic Mgr.,	M. T. Donovan,	Boston, Mass.
Exp. Frt. Traffic Mgr.,	A. S. Crane,	Boston, Mass.
Gen. P. & T. Agent,	D. J. Flanders,	Boston, Mass.
Asst. G. P. & T. Agt.,	Geo. E. Sturtevant,	Boston, Mass.
Asst. G. P. & T. Agt.,	F. E. Brown,	Concord, N. H.
Asst. G. P. & T. Agt.,	Geo. W. Storer,	Boston, Mass.
Gen. Baggage Agent,	C. J. Wiggin,	Boston, Mass.
Supt. Union Station,	Geo. H. Folger,	Boston, Mass.

DIRECTORS.		
Name.	Post Office Address.	Date of Expiration of Term
Lucius Tuttle,	Boston, Mass.	October 8, 1902.
Samuel C. Lawrence,	Medford, Mass.	" "
Richard Olney,	Boston, Mass.	" "
O. W. Sulloway,	Franklin, N. H.	" "
Joseph H. White,	Brookline, Mass.	" "
Walter Hunnewell,	Wellesley, Mass.	" "
Henry R. Reed,	Boston, Mass.	" "
Lewis Cass Ledyard,	New York, N. Y.	" "
Henry M. Whitney,	Brookline, Mass.	" "
Henry F. Dimock,	New York, N. Y.	" "
William Whitney,	Holyoke, Mass.	" "
Chas. M. Pratt,	New York, N. Y.	" "
Alexander Cochrane,	Boston, Mass.	" "

Date of last meeting for election of directors: October 9, 1901.

Post office address of general office: Boston, Mass.

HISTORY.

The Boston & Maine Railroad Company was organized June, 1835, under the laws of the Commonwealth of Massachusetts, State of New Hampshire, and State of Maine.

The Boston & Maine Railroad system is formed by consolidation of several railroad corporations, organized under the laws of Massachusetts, Maine and New Hampshire, and reference may be had to the statutes of these states for particulars as to the laws authorizing such consolidation.

This system in Vermont includes the Ashuelot Railroad from South Vernon to Keene, N. H., less than one mile of which is in Vermont, and the Connecticut and Passumpsic River Railroad from White River Junction to the Canadian line in the town of Derby.

The Connecticut & Passumpsic River R. R. Co. was chartered October 27th, 1843, and organized January 15th, 1846, under the laws of Vermont. On June 1st, 1887, it was leased for ninety-nine years from January 1st, 1887, to the Boston & Lowell R. R., and passed with the lease of that road to the Boston & Maine. The agreed rental is all operating expenses and liabilities, \$3,000 per annum for corporation expenses, interest on funded debt and a dividend on preferred capital stock of 5% per annum for first ten years and 6% thereafter.

The Boston & Maine R. R. also operates the Vermont Valley R. R. under a contract. (See Vt. V. R. R.)

BRISTOL RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President,	P. W. Clement,	Rutland, Vt.
Superintendent, }	Ralph Denio,	Bristol, Vt.
Treasurer,		

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
P. W. Clement,	Rutland, Vt.	When successor is elected.
H. G. Smith,	Rutland, Vt.	
W. S. Jones,	Rutland, Vt.	" "
W. P. Clement,	New York City.	" "
W. N. Gove,	Lincoln, Vt.	" "
E. B. Patterson,	Bristol, Vt.	" "
Ralph Denio,	Bristol, Vt.	" "

Date of last meeting for election of directors: July 25, 1901.

Post office address of general office: Bristol, Vt.

HISTORY.

This company was chartered by the General Assembly of the State of Vermont in 1882. It was organized in 1890, and the road was opened to the public, January 5, 1892.

CANADIAN PACIFIC RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Second Vice-President and General Manager,	D. McNicoll,	Montreal, Que.
Mgr. of Transportation,	T. Tait,	Montreal, Que.
Gen. Supt. (East. Div.),	C. W. Spencer,	Montreal, Que.
Superintendent,	T. Williams,	Farnham, Que.
Master Mechanic,	J. B. Elliott,	Montreal, Que.
Division Engineer,	D. MacPherson,	Montreal, Que.
General Roadmaster,	G. Shanks	Farnham, Que.
Chief Engineer,	E. McHenry,	Montreal, Que.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Rt. Hon. Lord Strathcona and Mount Royal,	Montreal, Que.	Until relieved.
Sir Wm. C. Van Horne, K. C. M. G.,	Montreal, Que.	"
Sir T. G. Shaughnessy, K. C. M. G.,	Montreal, Que.	"
Sir Sanford Fleming, K. C. M. G.,	Ottawa, Ont.	"
Gen. Samuel Thomas,	New York, N. Y.	"
Mr. Richard B. Angus,	Montreal, Que.	"
Mr. Edmund B. Osler, M. P.,	Toronto, Ont.	"
Mr. Geo. R. Harris,	Boston, Mass.	"
Mr. Wilmott D. Matthews,	Toronto, Ont.	"
Mr. Thomas Skinner,	London, Eng.	"
Mr. John Mackay,	New York, N. Y.	"
Mr. Chas. R. Hosmer,	Montreal, Que.	"

Post office address of general office: Montreal, Quebec.
 Post office address of operating office: Farnham, Quebec.

HISTORY.

The Canadian Pacific Ry. operates the line of the Montreal & Atlantic Ry. for and on account of the proprietors. The latter company succeeded to the rights of the Southeastern Railway Company, October 1, 1894, and operates that part of its line which is in Vermont and which was chartered and constructed as the Massawippi & Clyde Rivers Railroad. The latter road was sold to the Newport & Richford Railroad Company in 1880. June 19, 1881, the Canadian Pacific Railway Company leased this line for a period of 99 years.

CENTRAL VERMONT RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman Executive Com.,	Chas. M. Hays,	Montreal, Que.
President,	E. C. Smith,	St. Albans, Vt.
Vice-President and Gen. Mgr.,	E. H. Fitzhugh,	St. Albans, Vt.
Auditor,	M. M. Reynolds,	St. Albans, Vt.
Attorney,	C. W. Witters,	St. Albans, Vt.
Treasurer and Clerk,	W. H. Chaffee,	St. Albans, Vt.
General Freight Agent,	J. E. Dalrymple,	St. Albans, Vt.
General Passenger Agent.,	S. W. Cummings,	St. Albans, Vt.
Freight Traffic Manager,	John W. Loud,	Montreal, Que.
Purchasing Agent,	J. B. Laurie,	St. Albans, Vt.
Supt. Tel. and Car Acct.,	M. Magiff,	St. Albans, Vt.
Superintendent Motive Power,	T. A. Summerskill,	St. Albans, Vt.
Master Car Builder,	Jas. Coleman,	St. Albans, Vt.
Superintendent,	C. E. Soule,	St. Albans, Vt.
Assistant Superintendent,	E. D. Nash,	New London, Ct.
Chief Surgeon,	Dr. J. Alex. Hutchison,	Montreal, Que.
General Roadmaster,	W. P. Elrod,	St. Albans, Vt.
Engr. and Supt. Structures,	J. M. Morrison,	St. Albans, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Chas. M. Hays,	Montreal, Que.	Term expires June 30, but hold office until annual meeting in October, 1902.
E. C. Smith,	St. Albans, Vt.	
E. H. Fitzhugh,	St. Albans, Vt.	
E. H. Baker,	Boston, Mass.	
J. G. McCullough,	North Bennington, Vt.	
Jno. Bell,	Belleville, Ontario.	
J. W. Stewart,	Middlebury, Vt.	
S. E. Kilner,	120 Broadway, New York.	
A. Tuttle,	Fairhaven, Vt.	
J. L. Martin,	Brattleboro, Vt.	
Dr. W. S. Webb,	Shelburne, Vt.	
Chas. P. Smith,	Burlington, Vt.	
H. B. Day,	Boston, Mass.	

Date of last meeting for election of directors: October 22, 1901.
 Post office address of general office: St. Albans, Vt.

HISTORY.

The Central Vermont Railway Company was chartered November 16, 1898, "for the purpose of acquiring the title to and operating the lines of the Central Vermont Railroad Company, the Missisquoi Valley Railroad, the Burlington & Lamoille Valley Railroad Company, and also the lease of the New London Northern Railroad." It was organized and commenced operating May 1, 1899.

CLARENDON & PITTSFORD RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President,	F. D. Proctor,	Proctor, Vt.
Vice-President,	Redfield Proctor,	Proctor, Vt.
Secretary,	F. C. Partridge,	Proctor, Vt.
Treasurer,	E. R. Morse,	Rutland, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.	
Redfield Proctor,	Proctor, Vt.	September, 1902.	
F. D. Proctor,	Proctor, Vt.	"	"
F. C. Partridge,	Proctor, Vt.	"	"
E. R. Morse,	Rutland, Vt.	"	"
S. A. Howard,	Rutland, Vt.	"	"
C. J. Smith,	Boston, Mass.	"	"
W. R. Page,	Proctor, Vt.	"	"

Date of last meeting for election of directors: September 9, 1901.

Post office address of general office: Proctor, Vt.

HISTORY.

Organized under the general laws of the State, September 10, 1885. The road commenced operation in July, 1886. It was constructed to handle the product of the Vermont Marble Company.

DELAWARE & HUDSON COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President,	Robt. M. Olyphant,	New York.
Vice-Pres. and Gen. Counsel,	David Willcox,	New York.
Second Vice-President,	Horace G. Young,	Albany, N. Y.
Treasurer,	Charles A. Walker,	New York.
Secretary,	F. Murray Olyphant,	New York.
Comptroller,	Abel I. Culver,	New York.
General Sales Agent,	Thomas F. Torrey,	New York.
Resident Counsel,	Lewis E. Carr,	Albany, N. Y.
Gen. Agent Real Estate Dept.,	C. S. Weston,	Scranton, Pa.
Superintendent Coal Dept.,	C. C. Rose,	Scranton, Pa.
Supt. Northern R. R. Dept.,	C. D. Hammond,	Albany, N. Y.
Supt. Penn'a R. R. Dept.,	C. R. Manville,	Carbondale, Pa.
General Freight Agent,	Paul Wadsworth,	Albany, N. Y.
General Passenger Agent,	J. W. Burdick,	Albany, N. Y.
Superintendent Motive Power,	J. R. Slack,	Albany, N. Y.
Chief Engineer,	James MacMartin,	Albany, N. Y.
Purchasing Agt. R. R. Depts.,	J. White Sprong,	Albany, N. Y.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Robert M. Olyphant,	New York.	May, 1903.
Wm. H. Tillinghast,	New York.	" "
Alexander E. Orr,	New York.	" "
Chauncey M. Depew,	New York.	" "
James W. Alexander,	New York.	" "
Horace G. Young,	Albany, N. Y.	" "
John Jacob Astor,	New York.	" "
R. Somers Hayes,	New York.	" "
Frederic Cromwell,	New York.	" "
David Willcox,	New York.	" "
R. Suydam Grant,	New York.	" "
George I. Wilbur,	Oneonta, N. Y.	" "
Charles A. Peabody,	New York.	" "

Date of last meeting for election of directors: Tuesday, May 13, 1902.

Post office address of general offices: 21 Cortlandt Street, New York City.

Post office address of operating office: Albany, N. Y.

HISTORY.

The Delaware & Hudson Company is engaged in the mining, selling, and transporting to market its own coal. The railroad lines operated by it in Vermont were originally chartered as the Rutland & Washington, and the Rutland & Whitehall Railroads and were leased to the Rensselaer & Saratoga Railroad Company. After being operated by the latter company for several years they were, on March 1, 1871, leased to the Delaware & Hudson Company with other roads, by which they have since been operated.

HARDWICK & WOODBURY RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President,	John S. Holden,	Bennington, Vt.
First Vice-President,	Geo. M. Powers,	Morrisville, Vt.
Treasurer,	Geo. H. Bickford,	Hardwick, Vt.
Attorney or Gen. Counsel,	Geo. M. Powers,	Morrisville, Vt.
Auditor,	Geo. W. Cree,	St. Johnsbury, Vt.
General Manager,	E. H. Blossom,	Morrisville, Vt.
Gen. Freight Agent, }	J. V. Dutton,	Hardwick, Vt.
Gen. Passenger Agent, }		

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
W. H. Fullerton,	Manchester, Vt.	One year, or until successor elected.
E. H. Blossom,	St. Johnsbury, Vt.	
Geo. M. Powers,	Morrisville, Vt.	"
Chas. W. Leonard,	Boston, Mass.	"
John S. Holden,	Bennington, Vt.	"
A. S. Richardson,	St. Albans, Vt.	"
E. R. Fletcher,	Hardwick, Vt.	"

Date of last meeting of stockholders for election of directors: August, 1901.

Post office address of general office: Morrisville, Vt.

Post office address of operating office: Hardwick, Vt.

HISTORY.

The Hardwick & Woodbury Railroad Company was chartered in 1894, and was organized March 16, 1895. The road was constructed and commenced operation in 1896.

HOOSAC TUNNEL & WILMINGTON RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President,	Daniel H. Newton,	Holyoke, Mass.
Vice-President,	James Ramage,	Holyoke, Mass.
Clerk and Treasurer,	James S. Newton,	Holyoke, Mass.
General Manager,	Moses Newton,	Wilmington, Vt.
Superintendent,	Martin A. Brown,	Wilmington, Vt.
Asst. Superintendent,	George F. Roberts,	Wilmington, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Daniel H. Newton,	Holyoke, Mass.	October, 1902.
James Ramage,	Holyoke, Mass.	" "
James H. Newton,	Holyoke, Mass.	" "
Moses Newton,	Holyoke, Mass.	" "
Montgomery Rollins,	Boston, Mass.	" "
J. S. Pishon,	Boston, Mass.	" "
James S. Newton,	Holyoke, Mass.	" "

Date of last meeting for election of directors: October 28, 1901.

Post office address of general office: Holyoke, Mass.

Post office address of operating office: Wilmington, Vt.

HISTORY.

The Hoosac Tunnel & Wilmington Railroad was chartered December 28, 1886. The road was constructed from Hoosac Tunnel, Mass., to Readsboro, Vermont, by the Deerfield River Company for the convenience and purpose of transportation of freight from its wood-pulp, paper and lumber mills at Readsboro.

The extension from Readsboro to Wilmington was built by the Deerfield Valley Railroad Company, and opened November 4, 1891, and the three companies were consolidated January 1, 1892, under the name of the Hoosac Tunnel & Wilmington Railroad Company.

MAINE CENTRAL RAILROAD CO.

OFFICERS.

Title	Name.	Location of Office.
President,	Lucius Tuttle,	Portland, Me.
Vice-Pres. and Gen. Mgr.,	George F. Evans,	Portland, Me.
Treasurer,	George W. York,	Portland, Me.
Paymaster,	Thomas P. Shaw,	Portland, Me.
General Auditor,	George S. Hobbs,	Portland, Me.
Gen. Pass. and Tkt. Agt.,	Frederic E. Boothby,	Portland, Me.
Gen. Baggage Agent,	William K. Sanderson,	Portland, Me.
Gen. Superintendent,	Morris McDonald,	Portland, Me.
Supt. (Portland Div.),	Elton A. Hall,	Portland, Me.
Acting Supt. (East Div.),	M. F. Dunn,	Bangor, Me.
Supt. (Mountain Div.),	George F. Black,	Portland, Me.
Car Accountant,	Watson B. Drew,	Portland, Me.
Chief Engineer,	Theo. L. Dunn,	Portland, Me.
Supt. Motive Power,	Amos Pillsbury,	Portland, Me.
Master Car Builder,	Chas. H. Keniston,	Portland, Me.
Purchasing Agent,	Chas. D. Barrow,	Portland, Me.
Claim Agent,	John S. Heald,	Portland, Me.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
William G. Davis,	Portland, Me.	October 15, 1902.
George F. Evans,	Portland, Me.	" "
William P. Frye,	Lewiston, Me.	" "
Samuel C. Lawrence,	Medford, Mass.	" "
Lewis Cass Ledyard,	New York, N. Y.	" "
Joseph H. Manley,	Augusta, Me.	" "
Henry R. Reed,	Boston, Mass.	" "
Joseph W. Symonds,	Portland, Me.	" "
Lucius Tuttle,	Boston, Mass.	" "
John Ware,	Waterville, Me.	" "
George P. Wescott,	Portland, Me.	" "
Franklin A. Wilson,	Bangor, Me.	" "
Henry M. Whitney,	Boston, Mass.	" "
Clerk,	Josiah H. Drummond,	Portland, Me.

Date of last meeting for election of directors: October 16, 1901.

Post office address of general office: Portland, Me.

HISTORY.

The Maine Central Railroad Company was organized under the laws of Maine. It operates the lines of the Upper Coos R. R. and the Coos Valley R. R. The Upper Coos R. R. was chartered in 1882 and its line opened in 1889. It was leased to the Upper Coos R. R. Co. of N. H., May 1, 1890 for 999 years. The Coos Valley R. R. Co. was chartered in 1882 and its line opened in 1891. It was also leased to the Upper Coos R. R. Co., of N. H., on May 1, 1890, on the same date the latter road was leased to the Maine Central R. R. Co. for 999 years.

MONTPELIER & WELLS RIVER RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President,	Alvin F. Sortwell,	Cambridge, Mass.
First Vice President,	Geo. E. Carter,	Boston, Mass.
Secretary and Treasurer,	Joel Foster,	Montpelier, Vt.
Attorney or Gen. Counsel,	J. P. Lawson,	Cabot, Vt.
Auditor,	F. S. Anable,	Boston, Mass.
Cashier,	A. W. Prescott,	Montpelier, Vt.
General Manager,	W. A. Stowell,	Montpelier, Vt.
Superintendent,	F. W. Stanyan,	Montpelier, Vt.
Gen. Frt. and Pass. Agt.,	F. W. Morse,	Montpelier, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
A. F. Sortwell,	Cambridge, Mass.	August 30, 1902.
Geo. E. Carter,	Boston, Mass.	" "
Joel Foster,	Montpelier, Vt.	" "
J. W. Brock,	Montpelier, Vt.	" "
W. A. Stowell,	Montpelier, Vt.	" "

Date of last meeting of stockholders for election of directors:
August 29, 1901.

Post office address of general office: Montpelier, Vt.

HISTORY.

Chartered November 6, 1867, as the Montpelier & Wells River Railroad Company. Road opened November 24, 1873. The original capital stock was \$400,000. Subsequently the road was bonded for \$800,000, but the interest on the bonds being defaulted for several years, the bondholders foreclosed and took possession of the road and put the same into the hands of trustees March 1, 1876. The company was reorganized January 1, 1877, under the name of the Montpelier & Wells River Railroad, the face of the bonds that were foreclosed being made the capital stock.

RUTLAND RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President,	W. Seward Webb,	Shelburne, Vt.
General Manager,	George T. Jarvis,	Rutland, Vt.
Treasurer,	Clarence Morgan,	
	51 East 44th Street,	New York City.
General Counsel,	Frederick H. Button,	Rutland, Vt.
Auditor,	M. H. Chamberlin,	Rutland, Vt.
Superintendent,	C. H. Bevington,	Rutland, Vt.
Gen. Freight Agent,	George Cassidy,	Rutland, Vt.
Gen. Passenger Agent,	C. B. Hibbard,	Rutland, Vt.
Supt. Motive Power and		Rutland, Vt.
Rolling Stock,	Geo. W. Kenney,	Rutland, Vt.
Chief Engineer,	C. J. Parker,	Rutland, Vt.
Purchasing Agent,	John W. Smith,	Rutland, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
W. Seward Webb,	Shelburne, Vt.	October, 1902.
Percival W. Clement,	Rutland, Vt.	" "
E. V. W. Rossiter,	New York City.	" "
Chauncey M. Depew,	New York City.	" "
George Bird,	New York City.	" "
Geo. H. Ball,	Boston, Mass.	" "
S. R. Callaway,	New York City.	" "
James Lawrence,	Groton, Mass.	" "
John W. Stewart,	Middlebury, Vt.	" "

Date of last meeting for election of directors: July 30, 1902.

Post office address of general office: Rutland, Vt.

HISTORY.

Chartered as the Champlain & Connecticut Railroad Company, November 1st, 1843. Charter modified in 1847, and name changed to Rutland & Burlington Railroad Company. Opened for travel in 1849. It was taken possession of and operated by the trustees of mortgage bonds in November, 1853. In 1867 the road was reorganized under the name of the Rutland Railroad Company. In December, 1870, it was leased to the management of the Vermont Central Railroad for 20 years from January 1st, 1871, at an agreed annual rental. It was operated by the Central Vermont Railroad, under a new lease for 999 years from December 31st, 1890, until May 8th, 1896, when the Rutland Railroad Company resumed operation of the line.

Under the authority of Act No. 153, Laws of 1900, "An act to consolidate the Rutland Railroad System" the following companies were consolidated under the name of the Rutland Railroad Company; Rutland R. R., Rutland Canadian R. R. Co., (charter November 4, 1898) Bennington & Rutland R. R. Co., (charter August 1, 1877) Ogdensburgh & Lake Champlain R. R. Co., (charter, November 30, 1898).

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President and Supt.,	H. E. Folsom,	Lyndonville, Vt.
Vice-President,	H. N. Turner,	St. Johnsbury, Vt.
Secretary, Treasurer and Asst. Superintendent,	Geo. W. Cree,	St. Johnsbury, Vt.
General Auditor,	Wm. J. Hobbs,	Boston, Mass.
Gen. Traffic Manager,	Wm. F. Berry,	Boston, Mass.
Gen. Freight Agent,	M. T. Donovan,	Boston, Mass.
Gen. Passenger Agent,	D. J. Flanders,	Boston, Mass.
Assistant Cashier,	Geo. F. Nowell,	Boston, Mass.
Paymaster,	C. H. Nowell,	Boston, Mass.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Carroll S. Page,	Hyde Park, Vt.	September 11, 1902.
Harry Blodgett,	St. Johnsbury, Vt.	" "
Charles H. Stevens,	St. Johnsbury, Vt.	" "
H. E. Folsom,	Lyndonville, Vt.	" "
Geo. W. Hendee,	Morrisville, Vt.	" "
Sam'l C. Lawrence,	Medford, Mass.	" "
Henry R. Reed,	Boston, Mass.	" "
Lucius Tuttle,	Boston, Mass.	" "
H. N. Turner,	St. Johnsbury, Vt.	" "

Date of last meeting for election of directors: September 12, 1901.

Post office address of general office: Boston, Mass.

Post office address of operating office: St. Johnsbury, Vt.

HISTORY.

This railroad is a union of the lines of three separate companies originally, namely, the Essex County Railroad Company, chartered in 1864, amended 1866; Montpelier & St. Johnsbury Railroad Company, chartered in 1866; and the Lamoille Valley Railroad Company, chartered in 1867. Consolidation was effected by the three companies jointly bonding their property, but failing to pay the interest on bonds, all the roads went into receiver's hands October 18, 1877, the year that it was opened for business.

The road was first operated as the Portland & Ogdensburg Railroad, Vermont Division. It was reorganized under the name of the St. Johnsbury & Lake Champlain Railroad January 31, 1880, and commenced to be operated under this name July 1, 1880, and so continues to the present time.

The Victory Branch was constructed to the lumber districts in Victory, Granby and East Haven in 1882-3. It was built by the St. Johnsbury & Lake Champlain Railroad Company, by which it has been and is now owned and operated.

VERMONT VALLEY RAILROAD OF 1871.

OFFICERS.

Title.	Name.	Location of Office.
President,	James H. Williams,	Bellows Falls, Vt.
Clerk and Treasurer	John H. Williams,	Bellows Falls, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Hugh Henry,	Concord, N. H.	October 1, 1902.
James H. Williams,	Bellows Falls, Vt.	" "
H. E. Folsom,	Lyndonville, Vt.	" "
John H. Albin,	Concord, N. H.	" "
Herbert B. Viall,	Keene, N. H.	" "
W. B. C. Stickney,	Bethel, Vt.	" "
John H. Williams,	Bellows Falls, Vt.	" "

Date of last meeting for election of directors: October 2, 1901.

Post office address of general office: Bellows Falls, Vt.

Post office address of operating office: In care of Boston & Maine Railroad, Boston, Mass.

HISTORY.

Chartered November 8, 1848, as the Vermont Valley Railroad. Reorganized under General Laws of Vermont July 3, 1871, as the Vermont Valley Railroad Company of 1871. Commenced operating in 1851. May 12, 1865, passed into the hands of trustees for ten years. In January, 1871, this lease was transferred to the Rutland Railroad Company, by which company it was operated until April 5, 1877. It then became a part of the Connecticut River System, by which it was operated until it passed into the hands of the Boston & Maine by lease dated January 1, 1893.

It is now operated by the latter company. The Vermont Valley Railroad Company of 1871 receives the gross earnings less operating expenses, taxes and interest on bonds, with a minimum guarantee of a sufficient sum to pay 4% on the entire capital stock.

WHITE RIVER VALLEY RAILROAD COMPANY.

Rufus H. Sawyer and Frank E. Page, appointed receivers, February 20th, 1900.

Post office address of general office: Rochester, Vt.

HISTORY.

Chartered November 23d, 1896. Charter amended May 6th, 1898 and Nov. 27th, 1900. Company organized December 28th, 1898.

Construction work begun in June, 1899, is not yet complete though the line was opened to the public in January, 1900 and train service has been maintained the greater part of the time since that date.

WOODSTOCK RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	John J. Dewey,	Quechee, Vt.
First Vice-President,	F. S. Mackenzie,	Woodstock, Vt.
Secretary,	J. G. Porter,	Woodstock, Vt.
Treasurer,	J. G. Porter,	Woodstock, Vt.
Auditor,	W. S. Dewey,	Quechee, Vt.
General Manager,	J. G. Porter,	Woodstock, Vt.
Traffic Manager,	J. G. Porter,	Woodstock, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
John J. Dewey,	Quechee, Vt.	Elected annually.
F. Mackenzie,	Woodstock, Vt.	Time expires when
Warren O. French,	Woodstock, Vt.	others are elected.
Franklin S. Billings,	Woodstock, Vt.	Annual meeting 2d
Samuel E. Kilner,	New York, N. Y.	Wednesday in Sept.
Wm. E. Johnson,	Woodstock, Vt.	in each year.

Date of last meeting of stockholders for election of directors:
Second Wednesday, September, 1901.

Post office address of general office: Woodstock, Vt.

HISTORY.

The Woodstock Railroad Company was chartered by the Legislature of Vermont, October 30, 1863. Construction was begun April 21, 1868, and was finished so that the road was opened for travel September 29, 1875.

The company was reorganized July 1, 1890, under the name of the Woodstock Railway Company.

ELECTRIC RAILWAYS.

BARRE & MONTPELIER POWER & TRACTION CO.

OFFICERS.

Title.	Name.	Location of Office.
President.	F. C. Kennedy,	New York City.
Vice-President,	John J. Flynn,	Burlington, Vt.
Secretary,	H. K. Bush,	Barre, Vt.
Treasurer,	F. G. Howland,	Barre, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
F. C. Kennedy.	New York City.	Second Wednesday
J. J. Flynn,	Burlington, Vt.	in October, 1902
A. O. Humphrey,	Burlington, Vt.	" "
H. K. Bush,	Barre, Vt.	" "
D. M. Miles,	Barre, Vt.	" "
T. J. Deavitt,	Montpelier, Vt.	" "
R. A. Hoar,	Barre, Vt.	" "

Date of last meeting for election of directors: Second Wednesday in October, 1901.

Post office address of general office: Barre, Vt.

Post office address of operating office: Montpelier, Vt.

HISTORY.

Charter: Laws 1892, No. 198. Laws 1896, No. 205. Company organized, 1897. Road opened, June 29, 1898. Total mileage, 9 1-5 miles. Passenger service only.

BELLOWS FALLS & SXTONS RIVER RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President,	D. A. Blakeslee,	New Haven, Conn.
Vice-President,	J. H. Holton,	Bellows Falls, Vt.
Treasurer,	S. C. Morehouse,	New Haven, Conn.
Clerk,	George Weston,	Bellows Falls, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
D. A. Blakeslee,	New Haven, Conn.	July 19, 1902.
D. W. Blakeslee,	New Haven, Conn.	" "
C. W. Blakeslee,	New Haven, Conn.	" "
S. C. Morehouse,	New Haven, Conn.	" "
J. H. Holton,	Bellows Falls, Vt.	" "
E. L. Walker,	Bellows Falls, Vt.	" "
J. F. Alexander, Sr.,	Saxton's River, Vt.	" "

Date of last meeting for election of directors: July 19, 1901.
 Post office address of general office: Bellows Falls, Vt.

HISTORY.

Charter: Laws 1892, No. 135. Laws 1896, No. 206. Laws 1898, No. 168.

Road opened for operation, July 1900. Total mileage, 6½ miles. Passengers and freight carried.

BENNINGTON & HOOSICK VALLEY RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	Geo. E. Greene,	Hoosick Falls, N.Y.
Treasurer,	Irving E. Gibson,	Hoosick Falls, N.Y.
Secretary,	Elwin H. Libby,	Hoosick Falls, N.Y.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Geo. E. Greene,	Hoosick Falls, N.Y.	September 17, 1902.
Joseph Buckey,	Hoosick Falls, N.Y.	" "
Levi E. Worden,	Hoosick Falls, N.Y.	" "
Frank H. White,	Hoosick Falls, N.Y.	" "
Elwin H. Libby,	Hoosick Falls, N.Y.	" "
John B. V. Quackenbush,	Hoosick Falls, N.Y.	" "
Irving E. Gibson,	Bennington, Vt.	" "
E. E. Larrabee,	Bennington, Vt.	" "
F. S. Donnell,	Boston, Mass.	" "

Date of last meeting for election of directors: September 17, 1901.
 Post office address of general office: Hoosick Falls, N.Y.

HISTORY.

Bennington Electric Ry. Co. chartered. Laws 1894, No. 239. Consolidated with Hoosick Ry. Co., (charter in New York) by authority of No. 169, Laws 1898. Whole line commenced to operate July 1, 1898. Total mileage, 16½ miles. Mileage in Vermont, about 8 miles. Chartered to carry both freight and passengers.

BRATTLEBORO STREET RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	E. L. Waterman,	Brattleboro, Vt.
Vice-President,	S. S. Hunt,	Brattleboro, Vt.
Secretary and Treasurer,	C. L. Stickney,	Brattleboro, Vt.
Supt. and Manager,	C. K. Jones,	Brattleboro, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
E. L. Waterman,	Brattleboro, Vt.	Second Monday in
S. S. Hunt,	Brattleboro, Vt.	August, 1902.
John P. Sargent,	West Brattleboro, Vt.	"
Chas. A. Smith,	Brattleboro, Vt.	"
C. K. Jones,	Brattleboro, Vt.	"

Date of last meeting for election of directors: August 12, 1901.
Post office address of general office: Brattleboro, Vt.

HISTORY.

Charter: Laws 1888, No. 207. Laws 1896, No. 208. Laws 1900, No. 140. Company organized, January 21, 1893. Road opened for operation, August, 1895. Total mileage, 4 1-3 miles, Passenger service only.

BURLINGTON TRACTION COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elias Lyman,	Burlington, Vt.
Vice-President,	Jno. J. Flynn,	Burlington, Vt.
Treasurer,	W. F. Hendee,	Burlington, Vt.
Clerk,	B. H. Eagan,	Burlington, Vt.
Superintendent,	Thos. B. Jones,	Burlington, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Elias Lyman,	Burlington, Vt.	July, 1902.
W. F. Hendee,	Burlington, Vt.	"
A. E. Richardson,	Burlington, Vt.	"
C. W. Brownell,	Burlington, Vt.	"
A. O. Humphry,	Burlington, Vt.	"
L. H. Turk,	Burlington, Vt.	"
Jno. J. Flynn,	Burlington, Vt.	"

Date of last meeting for election of direction: July, 1901.
Post office address of general office: Burlington, Vt.

HISTORY.

Charter: As Winooski & Burlington Horse Railroad Company, Laws 1872, No. 226. Laws 1886, No. 189. Laws 1888, No. 212. Name changed to Burlington Traction Company. Laws 1896, No. 222. Company organized, September, 1885, Road commenced to operate by electric power, September 5, 1893. Total mileage, 10.76 miles. Passenger service only.

MILITARY POST STREET RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	W. F. Hendee,	Burlington, Vt.
Vice-President,	A. O. Humphry,	Burlington, Vt.
Secretary,	C. W. Brownell,	Burlington, Vt.
Treasurer,	John J. Flynn,	Burlington, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
W. F. Hendee,	Burlington, Vt.	Second Wednesday in October, 1902.
John J. Flynn,	Burlington, Vt.	
A. O. Humphry,	Burlington, Vt.	
Ellas Lyman,	Burlington, Vt.	
A. E. Richardson,	Burlington, Vt.	
C. W. Brownell,	Burlington, Vt.	
L. H. Turk,	Burlington, Vt.	
Samuel Brownell,	Burlington, Vt.	

Date of last meeting for election of directors: second Wednesday July, 1901.

Post office address of general office: Burlington, Vt.

HISTORY.

Charter: Laws 1892, No. 139. Laws 1896 No. 211. Company organized, Decemeber 7, 1893. Road opened, July 27, 1895. Passenger service only. Operated in connection with Burlington Traction Company. Total mileage, 4.64 miles.

MOUNT MANSFIELD ELECTRIC RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	A. H. Soden,	Boston, Mass.
Vice-President,	P. D. Pike,	Stowe, Vt.
Clerk,	L. C. Moody,	Waterbury, Vt.
Treasurer,	W. B. Macutchan,	Stowe, Vt.
General Manager,	F. J. Shepard,	Derry, N. H.
Superintendent,	W. B. Macutchan,	Stowe, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
A. H. Soden,	Boston, Mass.	May, 1903.
F. J. Shepard,	Derry, N. H.	" "
J. K. Bartlett,	Derry, N. H.	" "
M. J. Kendall,	Boston, Mass.	" "
G. E. Moody,	Waterbury, Vt.	" "
P. D. Pike,	Stowe, Vt.	" "
C. L. McMahon,	Stowe, Vt.	" "

Date of last meeting for election of directors: May, 1902.

Post office address of general office: Stowe, Vt.

HISTORY.

Charter: Laws 1894, No. 241. Company organized, January 21, 1895. Road commenced to operate, December 1, 1897. Total mileage, 10½ miles. Passengers and freight carried.

RUTLAND STREET RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	Leroy W. Baldwin,	New York, N. Y.
Vice-President,	Paul M. Mowrey,	New York, N. Y.
General Manager,	David Fox, Jr.,	Rutland, Vt.
Secretary and Treasurer,	Charles H. West,	Rutland, Vt.

DIRECTORS.

Name.	Post Office address.	Date of Expiration of Term.
Leroy W. Baldwin,	New York, N. Y.	Annual meeting, July.
Paul M. Mowrey,	New York, N. Y.	" "
W. H. Baldwin,	Rutland, Vt.	" "
Wm. R. Page,	Proctor, Vt.	" "
C. H. West,	Rutland, Vt.	" "

Date of last meeting for election of directors: July, 1902.
Post office address of general office: Rutland, Vt.

HISTORY.

Charter: Laws 1882, No. 181. Laws 1896, No. 218. Company organized, 1885. Road opened for operation, 1885. Total mileage, $9\frac{1}{2}$ miles. An extension now under construction. Passenger service only.

ST. ALBANS STREET RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	E. E. Carpenter,	Worcester, Mass.
Vice-President,	J. J. Flynn,	Burlington, Vt.
Treasurer,	H. F. Leland,	Worcester, Mass.
Auditor,	C. A. Middlemas,	Worcester, Mass.
Clerk,	Fuller C. Smith,	St. Albans, Vt.
Superintendent,	H. F. Lincoln,	St. Albans, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
E. E. Carpenter,	311 Main St., Worcester, Mass.	September, 1902.
J. J. Flynn,	Burlington, Vt.	" "
H. F. Leland,	311 Main St., Worcester, Mass.	" "
C. A. Middlemas,	311 Main St., Worcester, Mass.	" "
Fuller C. Smith,	St. Albans, Vt.	" "

Date of last meeting for election of directors: September, 1901.
Post office address of general office: St. Albans, Vt.

HISTORY.

Charter: Laws 1892, No. 140. Laws 1898, No. 178. Laws 1900, No. 156. Company organized, 1900. Road opened, August, 1901. Passenger and freight service.

SPRINGFIELD ELECTRIC RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	E. C. Crosby,	Brattleboro, Vt.
Vice-President,	M. A. Coolidge,	Fitchburg, Mass.
Treasurer,	M. A. Coolidge,	Fitchburg, Mass.
General Manager,	E. C. Crosby,	Brattleboro, Vt.
Superintendent,	A. J. Crosby,	Springfield, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
E. C. Crosby,	Brattleboro, Vt.	June 10, 1902.
M. A. Coolidge,	Fitchburg, Mass.	
F. S. Coolidge,	Fitchburg, Mass.	
C. W. Wyman,	Brattleboro, Vt.	
W. W. Brown,	Springfield, Vt.	

Date of last meeting for election of directors: June 10, 1902.
 Post office address of general office: Springfield, Vt.

HISTORY.

Charter: Laws 1894, No. 242. Laws 1896, No. 220. Company organized, 1896. Road opened, 1897. A freight and passenger road. Total mileage, 8 miles and 124 feet, including $2\frac{3}{4}$ miles in New Hampshire.

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